

**2002**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**26**

Dinwiddie County  
City of Petersburg  
Town of McKenney

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
1	2.46	1600	F	From:	Brunswick County Line					F	0.089	F	0.603	1600	F	2002	
				To:	SCL McKenney												
Town of McKenney																	
1	0.23	1600	N	From:	SCL McKenney					N	0.089	N	0.603	1600	N	2002	
				To:	SR 40												
1	0.33	2200	F	From:	SR 40					F	0.104	F	0.524	2200	F	2002	
				To:	NCL McKenney												
Dinwiddie County																	
1	4.05	2200	N	From:	NCL McKenney					N	0.104	N	0.524	2200	N	2002	
				To:	26-649												
1	Boydton Plank Rd	5.65	2600	F	From:	26-649					F	0.092	F	0.628	2600	F	2002
					To:	26-627 Courthouse Rd											
1	Boydton Plank Rd	2.48	4000	F	From:	26-627 Courthouse Rd					C	0.098	F	0.598	4000	F	2002
					To:	26-740 Turkey Egg Rd											
1	Boydton Plank Rd	3.61	5300	F	From:	26-740 Turkey Egg Rd					F	0.097	F	0.563	5300	F	2002
					To:	S 26-613 Dabney Mill Rd											
1	Boydton Plank Rd	3.09	7200	F	From:	S 26-613 Dabney Mill Rd					F	0.091	F	0.603	7600	F	2002
					To:	Bus US 460 Airport St											
1	Boydton Plank Rd	1.70	10000	F	From:	Bus US 460 Airport St					F	0.092	F	0.598	11000	F	2002
					To:	I-85 SW of Petersburg											
1	Boydton Plank Rd	1.22	15000	F	From:	I-85 SW of Petersburg					F	0.086	F	0.514	15000	F	2002
					To:	SR 226 Cox Rd											
1	0.45	13000	A	From:	SR 226 Cox Rd					A	0.105	A	0.522	14000	A	2002	
				To:	WCL Petersburg												
City of Petersburg																	
1	Washington St	0.40	13000	F	From:	WCL Petersburg					F	0.091	F	0.544	13000	F	2002
					To:	Summit St											
1	Washington St	0.18	13000	F	From:	Summit St					F	0.094	F	0.519	13000	F	2002
					To:	Elm St											
1	Washington St	0.57	14000	F	From:	Elm St					F	0.090	F	0.535	15000	F	2002
					To:	US 1 Par, Wythe St											
1	Wythe St	1.08	8300	F	From:	US 1 Par, Washington St; Battersea Lane					C	0.085	F	8800	F	2002	
					Combined Traffic:	US 1 Par, Washington St; Battersea Lane											F
1	Wythe St	0.15	9900	F	From:	Perry St					F	0.087	F	10000	F	2002	
					Combined Traffic:	Perry St											F
1	Wythe St	0.20	10000	F	From:	SR 36 Market St					F	0.093	F	11000	F	2002	
					Combined Traffic:	SR 36 Market St											0.093
1	Wythe St	0.20	14000	F	From:	ALT US 301 Sycamore St					F	0.089	F	15000	F	2002	
					Combined Traffic:	ALT US 301 Sycamore St											0.089
1	Jefferson St	0.09	3400	F	From:	Bus US 460 Jefferson St					F	0.086	F	0.709	3600	F	2002
					Combined Traffic:	Bus US 460 Wythe St											
1	Jefferson St	0.21	870	F	From:	Bus US 460 Par, Washington St					F	0.107	F	0.813	920	F	2002
					Combined Traffic:	Bus US 460 Par, Washington St											
				To:	Henry St												

Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																		
1	Henry St	0.05	560	F	From	Jefferson St					F	0.129	F		590	F	2002	
		Combined Traffic:	0	F	To	3rd St						0.129	F		0	F		
1	3rd St	0.05	1700	F	From	Henry St					F	0.111	F		1800	F	2002	
		Combined Traffic:	0	F	To							0.111	F		0	F		
1	3rd St	0.05	2800	F	From	US 301 Par, Bank St					F	0.109	F		3000	F	2002	
		Combined Traffic:	0	F	To	US 301 Bollingbrook St						0.109	F		0	F		
1	301	Bollingbrook St	0.08	6700	F	From	US 301; 3RD STREET					F	0.103	F		7000	F	2002
			Combined Traffic:	0	F	To							0.103	F		0	F	
1	2nd St	0.35	12000	G	From	US 1 Par; US 301 Par; Bollingbrook St					F	NA		12000	G	2002		
					To	SCL Colonial Heights												
1P	Washington St	0.31	8900	F	From	US 1 Wythe St Battersea Lane					F	0.093	F		9400	F	2002	
		Combined Traffic:	17000	F	To						F	NA	18000		F			
1P	Washington St	0.40	8900	F	From	123-9025 West St					F	0.092	F		9400	F	2002	
		Combined Traffic:	17000	F	To						F	NA	18000		F			
1P	Washington St	0.27	10000	F	From	123-9029 South St					C	0.097	F		11000	F	2002	
		Combined Traffic:	20000	F	To						F	NA	21000		F			
1P	Washington St	0.24	10000	F	From	Guarantee St					F	0.087	F		11000	F	2002	
		Combined Traffic:	20000	F	To						F	NA	21000		F			
1P	Market St	0.38	3900	F	From	BUS US 460 Par; SR 36 Market St					C	0.089	F	0.505	4100	F	2002	
		Combined Traffic:	0	F	To	SR 36; Bus US 460 Par Washington St												NA
1P	Old St	0.13	3600	F	From	SR 36 Grove Ave					F	0.095	F	0.759	3800	F	2002	
		Combined Traffic:	0	F	To	SR 36; Market St												NA
1P	Sycamore St	0.04	4200	F	From	Sycamore St					F	0.096	F	0.779	4400	F	2002	
		Combined Traffic:	0	F	To	Old St												NA
1P	Bollingbrook St	0.10	3200	F	From	Bollingbrook St					F	0.089	F		3400	F	2002	
		Combined Traffic:	0	F	To	Sycamore St												NA
36	Fleet St	0.12	11000	F	From	US 1, US 301 2nd St					C	0.094	F	0.504	11000	F	2002	
		Combined Traffic:	0	F	To	WCL Petersburg												NA
36	Grove Ave	0.54	3800	F	From	Grove Ave					C	0.105	F	0.617	4000	F	2002	
		Combined Traffic:	0	F	To	Fleet St												NA
36	1P	Market St	0.38	3900	F	From	US 1 Par, Market St					C	0.089	F	0.505	4100	F	2002
			Combined Traffic:	0	F	To	RT 1											
36	Market St	0.11	5000	F	From	US 1 Par; BUS US 460 Par, Washington St					F	0.1	F	0.595	5000	F	2002	
		Combined Traffic:	0	F	To	US 1, Bus US 460 Wythe St												NA



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Dinwiddie Maintenance Area

Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
							2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																			
36	1	Wythe St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002	
		Combined Traffic:		0	F								0.093	F		0	F		
36	1	Wythe St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002	
		Combined Traffic:		0	F								0.089	F		0	F		
36	Bus 460	Wythe St	0.20	15000	F	96%	1%	2%	0%	1%	0%	C	0.098	F		16000	F	2002	
		Combined Traffic:		32000	F	95%	1%	2%	1%	2%	0%	F	0.098	F		34000	F		
36	Bus 460	Wythe St	0.30	10000	F	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	F	2002	
		Combined Traffic:		23000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		24000	F		
36		Wythe St	0.43	11000	F	97%	0%	1%	0%	1%	0%	F	0.081	F		11000	F	2002	
		Combined Traffic:		22000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.549	22000	F		
36		Washington St	0.87	21000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	21000	F	2002	
		36		Washington St	0.58	15000	F	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	15000	F
				Prince George County Line															
36	1	Old St	0.13	3600	F	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	F	2002	
		Combined Traffic:		0	F											NA			
36	1	Sycamore St	0.04	4200	F	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4400	F	2002	
		Combined Traffic:		0	F											NA			
36	1	Bollingbrook St	0.10	3200	F	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	F	2002	
		Combined Traffic:		0	F											NA			
36	301	Bollingbrook St	0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002	
		Combined Traffic:		0	F											0.103			
36	301	Bollingbrook St	0.15	3600	F	95%	0%	2%	1%	1%	0%	F	0.090	F		3800	F	2002	
		Combined Traffic:		6600	F	94%	1%	3%	1%	1%	0%	F	0.090	F		7000	F		
36	301	Bollingbrook St	0.23	3200	F	95%	0%	2%	1%	1%	0%	C	0.093	F		3400	F	2002	
		Combined Traffic:		6700	F	94%	1%	3%	1%	1%	0%	C	0.093	F		7100	F		
36	301	Crater Rd	0.14	3000	F	95%	0%	2%	1%	1%	0%	F	0.102	F		3200	F	2002	
		Combined Traffic:		6700	F	94%	1%	3%	1%	1%	0%	F	0.102	F		7100	F		
36	301	Crater Rd	0.18	4600	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	F	2002	
		Combined Traffic:		0	F											0.103			
36		Washington St	0.18	11000	F	97%	0%	1%	0%	1%	0%	F	0.092	F		11000	F	2002	
		Combined Traffic:		22000	F	97%	0%	1%	0%	1%	0%	F	NA			22000	F		
		Burch St																	

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year									
						2Axle	3+Axle	1Trail	2Trail																
City of Petersburg																									
36	Washington St	0.25	11000	F	From:	Burch St				F	0.094	F		11000	F	2002									
	Combined Traffic:	0	F	97%	0%	1%	0%	1%	0%																
	To:	SR 36 Wythe St; Amelia St																							
Dinwiddie County																									
40		4.90	1100	F	From:	Nottoway County Line				F	0.086	F	0.76	1100	F	2002									
				To:	26-644																				
	40		6.15	1000	B	From:	86%	1%	3%								2%	9%	0%	A	0.103	A	0.542	1000	B
40		2.46	1700	F	From:	26-610				F	0.077	F	0.615	1700	F	2002									
				To:	WCL McKenney																				
	Town of McKenney																								
40		0.34	1700	N	From:	WCL McKenney				N	0.077	N	0.615	1700	N	2002									
				To:	26-1002																				
	40		1.00	2900	F	From:	86%	1%	3%								2%	9%	0%	F	0.084	F	0.560	2900	F
					To:	ECL McKenney																			
	Dinwiddie County																								
	40		0.14	2900	N	From:	ECL McKenney											N	0.084	N	0.560	2900	N	2002	
				To:	I-85 East of McKenney																				
40			0.56	1800	F	From:	82%	1%	4%	2%	11%	0%	F	0.079	F	0.505	1800								F
40		5.15	990	A	From:	26-692				C	0.11	A	0.514	980	A	2002									
				To:	26-609																				
	40		2.04	1300	F	From:	82%	1%	4%								2%	11%	0%	F	0.09	F	0.543	1300	F
40		5.19	1400	F	From:	26-619				F	0.091	F	0.549	1400	F	2002									
				To:	Sussex County Line																				
	North 85																								
85		2.38	12000	F	From:	Brunswick County Line				F	0.063	F		11000	F	2002									
	Combined Traffic:	23000	F	75%	1%	2%	0%	21%	1%																
				To:	SR 40																				
85		5.95	11000	F	From:	78%	1%	3%	1%	16%	1%	F	0.061	F		10000	F	2002							
	Combined Traffic:	21000	F	79%	1%	2%	1%	16%	1%	F	0.068	F	0.559	20000	F										
	85		4.88	11000	F	From:	26-650				F	0.062	F		10000	F	2002								
Combined Traffic:		22000	F	79%	1%	2%	1%	16%	1%																
				To:	26-703																				
85		8.81	13000	A	From:	78%	1%	3%	1%	16%	1%	C	0.125	A		12000	A	2002							
	Combined Traffic:	26000	B	79%	1%	2%	1%	16%	1%	C	0.114	A	0.554	24000	B										
	85		1.48	20000	F	From:	US 460				F	0.081	F		18000	F	2002								
Combined Traffic:		39000	F	79%	1%	2%	1%	16%	1%																
				To:	US 1																				
85		1.18	24000	F	From:	78%	1%	3%	1%	16%	1%	F	0.089	F		23000	F	2002							
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F										
				To:	SCL Petersburg																				

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2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
North 85				From:	SCL Petersburg											
	1.01	24000	F	78%	1%	3%	1%	16%	1%	F	0.089	F		23000	F	2002
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
North 85				To: From:	Squirrel Level Road											
	2.57	31000	F	78%	1%	3%	1%	16%	1%	F	0.087	F		29000	F	2002
	Combined Traffic:	58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F	
Dinwiddie County																
South 85				From:	Brunswick County Line											
	2.78	11000	F	75%	1%	2%	0%	20%	1%	F	0.068	F		9900	F	2002
	Combined Traffic:	23000	F	75%	1%	2%	0%	21%	1%	F	NA			20000	F	
South 85				To: From:	SR 40											
	5.95	10000	F	79%	1%	2%	1%	16%	1%	F	0.076	F		9600	F	2002
	Combined Traffic:	21000	F	79%	1%	2%	1%	16%	1%	F	NA			20000	F	
South 85				To: From:	26-650											
	4.95	11000	F	79%	1%	2%	1%	16%	1%	F	0.075	F		10000	F	2002
	Combined Traffic:	22000	F	79%	1%	2%	1%	16%	1%	F	NA			20000	F	
South 85				To: From:	26-703											
	8.36	13000	B	79%	1%	2%	1%	16%	1%	C	0.114	A		12000	B	2002
	Combined Traffic:	26000	B	79%	1%	2%	1%	16%	1%	C	NA			24000	B	
South 85				To: From:	US 460											
	1.83	19000	F	79%	1%	2%	1%	16%	1%	F	0.091	F		18000	F	2002
	Combined Traffic:	39000	F	79%	1%	2%	1%	16%	1%	F	NA			36000	F	
South 85				To: From:	US 1											
	0.81	25000	F	79%	1%	2%	1%	16%	1%	F	0.09	F		23000	F	2002
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	NA			46000	F	
City of Petersburg																
South 85				From:	SCL Petersburg											
	1.25	25000	F	79%	1%	2%	1%	16%	1%	F	0.09	F		23000	F	2002
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
South 85				To: From:	Squirrel Level Road											
	2.72	27000	F	79%	1%	2%	1%	16%	1%	F	0.091	F		25000	F	2002
	Combined Traffic:	58000	F	79%	1%	2%	1%	16%	1%	F	NA			54000	F	
North 95				From:	Rives Rd											
	1.15	13000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		11000	F	2002
	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	0.081	F		26000	F	
North 95				To: From:	Wagner Rd											
	2.79	19000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		17000	F	2002
	Combined Traffic:	43000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		37000	F	
North 95				To: From:	US 460 West St											
	0.50	19000	N	80%	1%	2%	0%	17%	0%	N	0.082	N		17000	N	2002
	Combined Traffic:	45000	N	80%	1%	2%	0%	17%	0%	N	0.082	N		NA		
North 95				To: From:	I-85											
	0.44	38000	F	89%	1%	2%	1%	8%	0%	F	0.078	F		38000	F	2002
	Combined Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	0.077	F	0.522	70000	F	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
City of Petersburg																	
<div>North</div> <div>95</div>	0.64	48000	F	From	US 301, Bus US 460 Washington St				F	0.082	F	0.527	48000	F	2002		
				89%	1%	2%	1%	8%								0%	
				Combined Traffic:	88000	F	88%	1%								2%	1%
To: SCL Colonial Heights																	
<div>South</div> <div>95</div>	0.34	16000	F	From	SCL Petersburg				F	0.08	F		14000	F	2002		
				80%	1%	2%	0%	16%								0%	
				Combined Traffic:	27000	F	80%	1%								2%	0%
To: Rives Rd																	
<div>South</div> <div>95</div>	1.22	16000	F	From	Rives Rd				F	0.082	F		14000	F	2002		
				80%	1%	2%	0%	16%								0%	
				Combined Traffic:	29000	F	80%	1%								2%	0%
To: Wagner Rd																	
<div>South</div> <div>95</div>	2.29	23000	F	From	Wagner Rd				F	0.082	F		20000	F	2002		
				80%	1%	2%	0%	16%								0%	
				Combined Traffic:	43000	F	80%	1%								2%	0%
To: US 460; US 301 Crater Rd; County Rd																	
<div>South</div> <div>95</div>	0.53	NA		From	US 460; US 301 Crater Rd; County Rd				F	0.082	N		NA		2002		
				80%	1%	2%	0%	16%								0%	
				Combined Traffic:	NA		80%	1%								2%	0%
To: I-85																	
<div>South</div> <div>95</div>	0.66	32000	F	From	I-85				F	0.077	F		32000	F	2002		
				88%	1%	2%	1%	8%								0%	
				Combined Traffic:	70000	F	88%	1%								2%	1%
To: US 301; US 460																	
<div>South</div> <div>95</div>	0.48	39000	F	From	US 301; US 460				F	0.079	F		39000	F	2002		
				88%	1%	2%	1%	8%								0%	
				Combined Traffic:	88000	F	88%	1%								2%	1%
To: SCL Colonial Heights																	
<div>106</div>	Courthouse Rd	0.10	7000	F	From	US 460 County Rd				F	0.093	F	0.51	7400	F	2002	
					95%	2%	1%	1%	2%								0%
					To: ECL Petersburg												
<div>109</div>	Hickory Hill Rd	0.88	8600	F	From	US 460 County Rd				C	0.119	F	0.761	9100	F	2002	
					98%	0%	1%	0%	0%								0%
					To: ECL Petersburg												
<div>109</div>	Hickory Hill Rd	0.03	8600	N	From	ECL Petersburg				N	0.119	N	0.761	9100	N	2002	
					98%	0%	1%	0%	0%								0%
					To: Dead End; Fort Lee Military Reservation, Mahone A												
Dinwiddie County																	
<div>142</div>	Simpson Rd	1.27	2400	F	From	US 1 Boynton Plank Rd				C	0.109	F	0.502	2400	F	2002	
					91%	0%	2%	2%	4%								0%
					To: WCL Petersburg												
City of Petersburg																	
<div>142</div>	Boynton Plank Rd	0.16	3900	F	From	WCL Petersburg				F	0.103	F	0.579	4200	F	2002	
					97%	1%	2%	0%	0%								0%
					To: Dupuy Rd												
<div>142</div>	Boynton Plank Rd	1.24	3400	F	From	Dupuy Rd				C	0.101	F	0.51	3600	F	2002	
					97%	1%	2%	0%	0%								0%
					To: Rt 604 Halifax Rd												
<div>142</div>	Halifax Rd	0.06	6100	F	From	Rt 604 Halifax Rd				F	0.102	F	0.595	6500	F	2002	
					97%	1%	2%	0%	0%								0%
					To: CSX RR												
Dinwiddie County																	
<div>226</div>	Cox Rd	3.38	4200	F	From	US 460 Cox Rd				C	0.092	F	0.595	4500	F	2002	
					94%	0%	2%	2%	1%								0%
					To: US 1 West of Petersburg												
City of Petersburg																	
<div>301</div>	Crater Rd	0.21	8200	F	From	SCL Petersburg				F	0.098	F	0.62	8700	F	2002	
					99%	0%	0%	0%	0%								0%
					To: Rives Rd												
<div>301</div>	Crater Rd	0.90	9100	F	From	Rives Rd				C	0.096	F	0.586	9700	F	2002	
					96%	1%	2%	0%	1%								0%
					To: Wagner Rd												

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Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
301	Crater Rd	0.43	22000	F	From:	Wagner Rd					F	0.091	F	0.510	23000	F	2002
					To:	Flank Rd											
301	Crater Rd	0.87	22000	F	From:	Flank Rd					F	0.095	F	0.506	23000	F	2002
					To:	ALT US 301 Sycamore St											
301	Crater Rd	0.26	16000	F	From:	ALT US 301 Sycamore St					C	0.088	F	0.504	17000	F	2002
					To:	South Blvd											
301	Crater Rd	0.73	22000	F	From:	South Blvd					F	0.09	F	0.519	23000	F	2002
					To:	I-95, Bus US 460											
301	Crater Rd	0.09	11000	N	From:	I-95, Bus US 460					N	0.088	N	0.552	12000	N	2002
					To:	I-95; Bus US 460 Par, Winfield Rd											
301	Crater Rd	0.96	11000	F	From:	I-95					C	0.088	F	0.552	12000	F	2002
					Combined Traffic:	0	F										
301	Crater Rd	0.10	8000	F	From:	SR 36, Bus US 460 Wythe St					F	0.089	F	0.521	8500	F	2002
					Combined Traffic:	0	F										
301	Crater Rd	0.18	4600	F	From:	SR 36 Par, Bus US 460 Par, Washington St					F	0.103	F	0.584	4900	F	2002
					Combined Traffic:	0	F										
301	Crater Rd	0.14	3000	F	From:	US 301 Par, Bank St					F	0.102	F		3200	F	2002
					Combined Traffic:	6700	F										
301	Bollingbrook St	0.23	3200	F	From:	Bollingbrook St					C	0.093	F		3400	F	2002
					Combined Traffic:	6700	F										
301	Bollingbrook St	0.15	3600	F	From:	5th St					F	0.090	F		3800	F	2002
					Combined Traffic:	6600	F										
301	Bollingbrook St	0.08	6700	F	From:	3rd St					F	0.103	F		7000	F	2002
					Combined Traffic:	0	F										
301	2nd St	0.35	12000	G	From:	US 1 Par, 2nd St					F	NA		12000	G	2002	
					To:	N RT 1											
301	Bank St	0.24	3500	F	From:	SCL Colonial Heights					C	0.1	F		3700	F	2002
					To:	US 301 Crater St											
301	Bank St	0.15	3000	F	From:	US 301 Crater St					F	0.099	F		3200	F	2002
					Combined Traffic:	6600	F										
301	Bank St	0.09	4100	F	From:	5th St					F	0.099	F		4300	F	2002
					Combined Traffic:	0	F										
301	2nd St	0.06	3600	F	From:	3rd St					F	0.103	F		3900	F	2002
					Combined Traffic:	0	F										
ALT 301	Sycamore St	0.30	8400	F	From:	ALT US 301 Par, 2nd St					F	0.094	F	0.524	8900	F	2002
					To:	ALT US 301 Par, Bank St											
ALT 301	Sycamore St	0.30	8400	F	From:	US 1, US 301 Bollingbrook St					F	0.094	F	0.524	8900	F	2002
					To:	US 301 Crater Rd											
ALT 301	Sycamore St	0.30	8400	F	From:	South Blvd					F	0.094	F	0.524	8900	F	2002
					To:												

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
ALT 301	Sycamore St	0.95	6300	F	98%	0%	1%	0%	0%	C	0.089	F	0.615	6700	F	2002
					From	South Blvd										
					To	North Blvd										
ALT 301	Sycamore St	0.42	10000	F	98%	0%	1%	0%	0%	F	0.086	F	0.628	11000	F	2002
					From	Graham Rd										
ALT 301	Sycamore St	0.56	12000	F	98%	0%	1%	0%	0%	F	0.087	F	0.552	13000	F	2002
					To	US 1 Wythe St										
ALT 301	1 Wythe St	0.20	14000	F	95%	1%	2%	1%	0%	F	0.089	F		15000	F	2002
	Combined Traffic:		0	F							0.089	F		0	F	
					To	BUS US 460 Jefferson St										
ALT 301	1 Jefferson St	0.09	3400	F	95%	1%	2%	1%	0%	F	0.086	F	0.709	3600	F	2002
	Combined Traffic:		0	F							0.086	F	0.709	0	F	
					To	Bus US 460 Par, Washington St										
ALT 301	1 Jefferson St	0.21	870	F	95%	1%	2%	1%	0%	F	0.107	F	0.813	920	F	2002
	Combined Traffic:		0	F							0.107	F	0.813	0	F	
					To	Henry St										
ALT 301	1 Henry St	0.05	560	F	95%	1%	2%	1%	0%	F	0.129	F		590	F	2002
	Combined Traffic:		0	F							0.129	F		0	F	
					To	3rd St										
ALT 301	1 3rd St	0.05	1700	F	95%	1%	2%	1%	0%	F	0.111	F		1800	F	2002
	Combined Traffic:		0	F							0.111	F		0	F	
					To	US 301 Par, Bank St										
ALT 301	1 3rd St	0.05	2800	F	95%	1%	2%	1%	0%	F	0.109	F		3000	F	2002
	Combined Traffic:		0	F							0.109	F		0	F	
					To	US 301 Bollingbrook St										
ALT 301	301 Bollingbrook St	0.08	6700	F	95%	0%	2%	1%	0%	F	0.103	F		7000	F	2002
	Combined Traffic:		0	F							0.103	F		0	F	
					To	RT 301										
ALT 301	Sycamore St	0.09	7500	F	97%	0%	1%	1%	0%	F	0.091	F	0.529	8000	F	2002
	Combined Traffic:		0	F							NA			0	F	
					To	Bus US 460 Washington St										
ALT 301	Bus 460 Washington St	0.09	16000	F	94%	1%	3%	2%	0%	F	0.085	F		16000	F	2002
	Combined Traffic:		30000	F	94%	1%	2%	1%	0%	F	NA			31000	F	
					To	BUS US 460 Washington St										
ALT 301	Adams St	0.06	5100	F	97%	0%	1%	1%	0%	F	0.092	F	0.715	5400	F	2002
	Combined Traffic:		0	F							NA			0	F	
					To	Franklin St										
ALT 301	Adams St	0.16	4600	F	97%	0%	1%	1%	0%	F	0.095	F	0.757	4900	F	2002
	Combined Traffic:		0	F							NA			0	F	
					To	Henry St										
ALT 301	Henry St	0.04	3100	F	97%	0%	1%	1%	0%	F	0.085	F		3300	F	2002
	Combined Traffic:		0	F							NA			0	F	
					To	Second St										
ALT 301	Second St	0.05	2800	F	97%	0%	1%	1%	0%	F	0.086	F		3000	F	2002
	Combined Traffic:		0	F							NA			0	F	
					To	US 301 P Bank St										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
				From	Nottoway County Line													
460	6.80	5300	F	85%	1%	2%	1%	12%	0%	F	0.076	F	0.52	5200	F	2002		
				To	26-625													
460	2.99	6100	G	85%	1%	2%	1%	12%	0%	F	NA			6100	G	2002		
				To	26-602													
460	2.32	6600	A	85%	1%	2%	1%	12%	0%	B	0.102	A	0.577	6500	A	2002		
				To	26-611													
460	3.29	6600	F	85%	1%	2%	1%	12%	0%	F	0.075	F	0.617	6500	F	2002		
				To	26-627													
460	New Cox Rd	2.36	7400	F	85%	1%	2%	1%	12%	0%	F	0.076	F	0.62	7300	F	2002	
				To	26-628 Tranquility Lane													
460	Cox Rd	2.12	9300	F	85%	1%	2%	1%	12%	0%	F	0.08	F	0.649	9100	F	2002	
				To	26-631 Claiborne Rd													
460	Cox Rd	0.25	11000	F	85%	1%	2%	1%	12%	0%	F	0.083	F	0.647	11000	F	2002	
				To	26-743 Hart Rd													
460	Cox Road	2.00	12000	F	85%	1%	2%	1%	12%	0%	F	0.084	F	0.655	11000	F	2002	
				To	W 26-632 Olgers Rd													
460	Cox Rd	0.61	16000	F	85%	1%	2%	1%	12%	0%	F	0.077	F	0.548	15000	F	2002	
				To	E 26-632 Buttewood Rd													
460	Cox Rd	0.18	16000	F	85%	1%	2%	1%	12%	0%	F	0.075	F	0.546	16000	F	2002	
				To	SR 226 Cox Rd													
460	Airport St	1.21	17000	F	85%	1%	2%	1%	12%	0%	F	0.081	F	0.584	17000	F	2002	
				To	I-85; Bus US 460													
				From	RT 85 N													
460	85	1.48				See I-85 for directional traffic volume estimates for this segment.												
	Combined Traffic:	39000	F	79%	1%	2%	1%	16%	1%	F	0.072	F	0.598	36000	F			
				To	US 1													
460	85	1.18				See I-85 for directional traffic volume estimates for this segment.												
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F			
				To	SCL Petersburg													
City of Petersburg																		
				From	SCL Petersburg													
460	85	1.01				See I-85 for directional traffic volume estimates for this segment.												
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F			
				To	Squirrel Level Road													
460	85	2.57				See I-85 for directional traffic volume estimates for this segment.												
	Combined Traffic:	58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F			
				To	I-85 S													
				From	Maintenance Jurisdiction Change													
460	County Dr	2.44	10000	A	87%	1%	2%	1%	9%	0%	A	0.097	A	0.536	11000	A	2002	
				To	SR 106 Courthouse Rd													
460	County Dr	0.34	13000	F	87%	1%	2%	1%	9%	0%	F	0.082	F	0.572	13000	F	2002	
				To	ECL Petersburg													
Dinwiddie County																		
				From	I-85; US 460													
Bus 460	Airport St	0.17	7100	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.589	7500	F	2002	
				To	US 1 Boydton Plank Rd													
				From	US 1 Plank Rd													
Bus 460	1	Boydton Plank Rd	1.70	10000	F	94%	2%	2%	1%	1%	0%	F	0.092	F	0.598	11000	F	2002
				To	I-85 SW of Petersburg													
Bus 460	1	Boydton Plank Rd	1.22	15000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.514	15000	F	2002
				To	SR 226 Cox Rd													
Bus 460	1		0.45	13000	A	97%	0%	1%	1%	1%	0%	A	0.105	A	0.522	14000	A	2002
				To	WCL Petersburg													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Bus 460 1	Washington St	0.40	13000	F	From	WCL Petersburg				F	0.091	F	0.544	13000	F	2002
					To	Summit St										
Bus 460 1	Washington St	0.18	13000	F	From	Elm St				F	0.094	F	0.519	13000	F	2002
					To	US 1 Par; Wythe St										
Bus 460 1	Wythe St	1.08	8300	F	From	US 1 Par, Washington St; Battersea Lane				C	0.085	F		8800	F	2002
	Combined Traffic:		17000	F	95%	1%	2%	1%	0%	F	0.085	F		18000	F	
Bus 460 1	Wythe St	0.15	9900	F	From	Perry St				F	0.087	F		10000	F	2002
	Combined Traffic:		20000	F	95%	1%	2%	1%	0%	F	0.087	F		21000	F	
Bus 460 1	Wythe St	0.20	10000	F	From	SR 36 Market St				F	0.093	F		11000	F	2002
	Combined Traffic:		0	F							0.093	F		0	F	
Bus 460 1	Wythe St	0.20	14000	F	From	ALT US 301 Sycamore St				F	0.089	F		15000	F	2002
	Combined Traffic:		0	F							0.089	F		0	F	
Bus 460	Wythe St	0.20	15000	F	From	US 1 JEFFERSON STREET				C	0.098	F		16000	F	2002
	Combined Traffic:		32000	F	95%	1%	2%	1%	2%	F	0.098	F		34000	F	
Bus 460	Wythe St	0.30	10000	F	From	I-85, I-95				F	0.084	F		11000	F	2002
	Combined Traffic:		23000	F	94%	1%	2%	1%	2%	F	0.084	F		24000	F	
Bus 460 301	Crater Rd	0.96	11000	F	From	SR 36; US 301 Crater Rd				C	0.088	F	0.552	12000	F	2002
	Combined Traffic:		0	F							0.088	F	0.552	0	F	
Bus 460 301	Crater Rd	0.09	11000	N	From	I-95; BUS US 460 Par, Winfield Rd				N	0.088	N	0.552	12000	N	2002
					To	US 301 Crater Rd										
Bus 460 1	Washington St	0.31	8900	F	From	US 1 Wythe St Battersea Lane				F	0.093	F		9400	F	2002
	Combined Traffic:		17000	F	95%	1%	2%	1%	0%	F	NA			18000	F	
Bus 460 1	Washington St	0.40	8900	F	From	123-9025 West St				F	0.092	F		9400	F	2002
	Combined Traffic:		17000	F	95%	1%	2%	1%	0%	F	NA			18000	F	
Bus 460 1	Washington St	0.27	10000	F	From	123-9029 South St				C	0.097	F		11000	F	2002
	Combined Traffic:		20000	F	95%	1%	2%	1%	0%	F	NA			21000	F	
Bus 460 1	Washington St	0.24	10000	F	From	Guarantee St				F	0.087	F		11000	F	2002
	Combined Traffic:		20000	F	95%	1%	2%	1%	0%	F	NA			21000	F	
Bus 460	Washington St	0.19	13000	F	From	North Market St				C	0.087	F		14000	F	2002
	Combined Traffic:		23000	F	94%	1%	3%	2%	1%	F	NA			24000	F	
					To	ALT US 301 Par, Sycamore St										



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
City of Petersburg																	
Bus 460	Washington St	0.09	16000	F	94%	1%	3%	2%	1%	0%	F	0.085	F		16000	F	2002
Combined Traffic:					30000	F	94%	1%	2%	1%	1%	0%	F	NA		31000	F
Bus 460	Washington St	0.10	15000	F	94%	1%	3%	2%	1%	0%	F	0.083	F		16000	F	2002
Combined Traffic:					29000	F	94%	1%	2%	1%	1%	0%	F	NA		31000	F
Bus 460	Washington St	0.24	17000	F	93%	1%	2%	2%	2%	0%	F	0.079	F		18000	F	2002
Combined Traffic:					32000	F	95%	1%	2%	1%	2%	0%	F	NA		34000	F
Bus 460	Washington St	0.24	13000	F	93%	1%	2%	2%	2%	0%	C	0.089	F		13000	F	2002
Combined Traffic:					23000	F	94%	1%	2%	1%	2%	0%	F	NA		24000	F
Bus 460 301	Crater Rd	0.10	8000	F	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8500	F	2002
Combined Traffic:					0	F						0.089	F	0.521	0	F	
Bus 460 301	Crater Rd	0.96	11000	F	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	F	2002
Combined Traffic:					0	F						0.088	F	0.552	0	F	
Bus 460	Winfield Rd	0.43	1800	F	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	F	2002
Combined Traffic:					NA							NA			NA		
Bus 460	Winfield Rd	0.09	1800	F	94%	1%	2%	1%	2%	0%	C	0.095	F	0.971	1900	F	2002
Combined Traffic:					NA							NA			NA		
Dinwiddie County																	
600	Ferndale Rd	0.88	11000	F	96%	0%	2%	1%	1%	0%	C	0.096	F	0.564	11000	F	2002
600		0.53	7600	F	96%	0%	2%	1%	1%	0%	F	0.098	F	0.512	8100	F	2002
Chesterfield County Line; 20-600																	
601	River Road	0.52	710	F	96%	0%	2%	0%	1%	0%	F	0.124	F	0.63	760	F	2002
601	River Rd	3.25	1600	F	96%	0%	2%	0%	1%	0%	F	0.111	F	0.670	1700	F	2002
601	River Rd	1.92	3600	F	96%	0%	2%	0%	1%	0%	C	0.101	F	0.62	3800	F	2002
26-600 River Rd																	
602		0.20	90	R								NA			NA		09/26/2002
US 460 W; 26-622																	
US 460 EAST																	
603	Weakley Rd	0.50	1500	R								NA			NA		08/15/2002
SR 142; 26-1320; Gap Terminus																	
603	Sterling Rd	0.23	1700	F	96%	1%	2%	0%	1%	0%	F	0.105	F	0.537	1800	F	2002
US 1; US 460; Gap Terminus																	
603	Sterling Rd	0.68	1600	F	96%	1%	2%	0%	1%	0%	C	0.098	F	0.605	1700	F	2002
26-1362 Oak Ct																	
603	Sterling Rd	0.23	1500	F	96%	1%	2%	0%	1%	0%	F	0.094	F	0.592	1500	F	2002
26-1319 Short St																	
26-1315 Del Keith Rd																	

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(603)	Sterling Rd	0.04	1500	F	From:	26-1315 Del Keith Rd				F	0.097	F	0.576	1600	F	2002
					To:	SR 226 Cox Rd										
(604)	Halifax Rd	1.87	580	F	From:	Prince George County Line				F	0.076	F	0.516	580	F	2002
					To:	26-605 SOUTH										
(604)	Halifax Rd	2.96	1100	F	From:	26-605 S; Ellington Rd				F	0.096	F	0.645	1100	F	2002
					To:	26-607 Butler Branch Rd										
(604)	Halifax Rd	1.77	1500	F	From:	26-607 Butler Branch Rd				F	0.085	F	0.568	1500	F	2002
					To:	1.77 MN 26-607										
(604)	Halifax Rd	0.60	1500	F	From:	26-677 Carson Rd				F	0.08	F	0.799	1500	F	2002
					To:	SCL Petersburg										
(605)	Hunnicut Rd	2.53	620	R	From:	US 1 Boydton Plank Rd					NA		NA		08/13/2002	
					To:	26-660 E; Quaker Rd										
(605)	Old Vaughan Rd	3.20	390	R	From:	26-670 W; Old Stage Rd					NA		NA		08/13/2002	
					To:	26-670 E; Duncan Rd										
(605)	Old Stage Rd	0.50	630	R	From:	26-669 Old Stage Rd					NA		NA		08/13/2002	
					To:	26-604 N; Halifax Rd										
(605)	Monks Neck Rd	4.49	260	R	From:	26-604 S; Halifax Rd					NA		NA		08/13/2002	
					To:	Prince George County Line										
(605)	Ellington Rd	1.40	230	R	From:	26-669 Old Stage Rd					NA		NA		08/13/2002	
					To:	26-604 S; Halifax Rd										
(606)	Reams Dr	2.00	290	R	From:	26-604 N; Halifax Rd					NA		NA		08/13/2002	
					To:	Prince George County Line										
(606)	Oak Grove Rd	1.40	320	R	From:	26-604 Halifax Rd					NA		NA		08/13/2002	
					To:	Prince George County Line										
(607)	Butler Branch Rd	1.50	250	R	From:	US 460					NA		NA		09/26/2002	
					To:	26-622										
(608)		0.46	130	R	From:	Brunswick County Line					NA		NA		10/03/2002	
					To:	26-687										
(609)		3.40	160	R	From:	26-616					NA		NA		10/03/2002	
					To:	12-616										
(609)		0.70	190	R	From:	SR 40					NA		NA		10/03/2002	
					To:	26-619 SOUTH										
(609)		2.30	130	R	From:	26-619 NORTH					NA		NA		10/03/2002	
					To:	26-664										
(609)		1.60	100	R	From:	26-664					NA		NA		1995	
					To:	26-626										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(609)		2.20	350	F	From: 89%	26-626				C	0.099	F	0.583	360	F	2002
					To:	26-670										
(610)		1.40	160	F	From: 94%	Brunswick County Line				C	0.126	F	0.632	160	F	2002
(610)	Old White Oak Rd	0.50	180	F	From: 94%	SR 40				F	0.157	F	0.686	180	F	2002
					To:	26-650 Lew Jones Rd										
(610)		0.20	220	R	From:	26-650					NA			NA		10/03/2002
					To:	26-701										
(610)		2.40	180	R	From:						NA			NA		10/03/2002
					To:	26-651										
(610)		1.40	100	R	From:						NA			NA		10/03/2002
					To:	26-644										
(610)		1.20	300	R	From:						NA			NA		10/03/2002
					To:	26-645										
(610)		2.30	220	R	From:						NA			NA		10/03/2002
					To:	26-622										
(610)		0.90	210	R	From:						NA			NA		10/03/2002
					To:	26-613										
(611)	Wilkinson Rd	3.44	460	F	From: 95%	26-627 Courthouse Rd				C	0.085	F	0.571	460	F	2002
					To:	26-645										
(611)		1.82	160	F	From: 95%					F	0.131	F	0.571	160	F	2002
					To:	26-613										
(611)		3.25	170	F	From: 95%					F	0.116	F	0.55	170	F	2002
					To:	US 460										
(611)		0.15	1100	R	From:						NA			NA		10/03/2002
					To:	26-751 S; 26-752										
(611)		0.92	920	R	From:	26-751 N; 26-716					NA			NA		10/03/2002
					To:	26-731										
(611)		0.79	380	R	From:						NA			NA		10/03/2002
					To:	26-723										
(611)		0.99	280	R	From:						NA			NA		10/03/2002
					To:	26-624										
(611)		3.08	390	R	From:						NA			NA		10/03/2002
					To:	26-708 EAST										
(611)		0.36	260	R	From:	26-708 WEST					NA			NA		10/03/2002
					To:	26-747										
(611)		1.45	200	R	From:						NA			NA		10/03/2002
					To:	26-623										
(612)	Harpers Bridge Rd	0.10	220	F	From: 94%	Brunswick County Line				F	0.105	F	0.694	220	F	2002
					To:	26-638										
(612)		0.77	360	F	From: 94%					C	0.131	F	0.667	360	F	2002
					To:	SR 40										
(613)		1.12	190	R	From:	Brunswick County Line					NA			NA		10/04/2002
					To:	26-638										
(613)		1.92	200	R	From:						NA			NA		10/04/2002
					To:	26-651										

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						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
613	1.82	160	R	From	26-651						NA			NA		10/04/2002		
				To	SR 40 WEST													
613	7.37	210	F	From	95%	0%	4%	0%	1%	0%	C	0.173	F	0.814	210	F	2002	
				To	26-622													
613	0.93	280	F	From	95%	0%	4%	0%	1%	0%	F	0.126	F	0.639	280	F	2002	
				To	26-646													
613	1.13	290	R	From	26-646						NA			NA		10/04/2002		
				To	26-624 WEST													
613	1.93	440	R	From	26-624 WEST						NA			NA		10/04/2002		
				To	26-611													
613	3.27	440	R	From	26-611						NA			NA		10/04/2002		
				To	26-627; 26-645													
613	White Oak Rd	1.38	360	R	From	26-627; 26-645						NA			NA		10/04/2002	
					To	26-628 Tranquility Lane												
613	White Oak Rd	1.26	590	R	From	26-628 Tranquility Lane						NA			NA		10/04/2002	
					To	26-661 Boisseau Rd												
613	White Oak Rd	1.77	1400	F	From	95%	0%	4%	0%	1%	0%	F	0.111	F	0.516	1400	F	2002
					To	26-631 Claiborne Rd												
613	White Oak Rd	1.71	1200	F	From	95%	0%	4%	0%	1%	0%	F	0.096	F	0.676	1300	F	2002
					To	US 1 N; Boydton Plank Rd												
613	Dabney Mill Rd	1.70	770	F	From	95%	2%	3%	1%	0%	0%	C	0.103	F	0.726	770	F	2002
					To	US 1 S; Boydton Plank Rd												
613	Dabney Mill Rd	1.22	370	F	From	95%	2%	3%	1%	0%	0%	F	0.129	F	0.68	370	F	2002
					To	26-670 WEST; Duncan Rd												
613	Dabney Mill Rd	0.51	450	F	From	95%	2%	3%	1%	0%	0%	F	0.1	F	0.576	450	F	2002
					To	26-670 WEST												
613	Squirrel Level Rd	1.43	240	F	From	95%	2%	3%	1%	0%	0%	F	0.118	F	0.533	240	F	2002
					To	26-670 EAST												
613	Squirrel Level Rd	0.86	360	F	From	95%	2%	3%	1%	0%	0%	F	0.099	F	0.541	360	F	2002
					To	26-742 Plantation Rd												
613	Squirrel Level Rd	1.39	940	F	From	95%	2%	3%	1%	0%	0%	F	0.1	F	0.697	940	F	2002
					To	26-1120 Tanglewood Rd												
613	Squirrel Level Rd	0.43	1100	F	From	95%	2%	3%	1%	0%	0%	F	0.099	F	0.647	1100	F	2002
					To	26-741 Fort Emery Rd												
613	Squirrel Level Rd	0.56	800	F	From	95%	2%	3%	1%	0%	0%	F	0.094	F	0.601	800	F	2002
					To	26-672 Church Rd												
613	Squirrel Level Rd	1.03	840	F	From	95%	2%	3%	1%	0%	0%	F	0.113	F	0.533	840	F	2002
					To	26-676 Flank Rd												
614	1.23	240	R	From	SR 40 WEST						NA			NA		08/14/2002		
				To	WCL McKenney													
Town of McKenney																		
614	0.30	240	R	From	WCL McKenney						NA			NA		08/14/2002		
				To	SR 40 EAST													
Dinwiddie County																		
615	0.41	20	R	From	Dead End						NA			NA		08/14/2002		
				To	0.41 M FRM Dead End													
615	Blue Tartan Rd	0.91	120	R	From	0.41 M FRM Dead End						NA			NA		08/14/2002	
					To	FR-81												

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(616)		2.20	80	R	From	Sussex County Line					NA			NA		10/04/2002	
					To												
(616)		1.90	70	R	From	26-617					NA			NA		10/04/2002	
					To	26-609											
(617)		1.50	430	R	From	26-616					NA			NA		10/04/2002	
					To	26-619 WEST											
					From	26-619 EAST											
(617)		1.70	340	R	From	26-619 EAST					NA			NA		10/04/2002	
					To	26-665											
(618)	Halligan Park Rd	1.20	280	R	From	Sussex County Line					NA			NA		10/04/2002	
					To												
(618)	Halligan Park Rd	2.82	590	R	From	26-666 Baugh Rd					NA			NA		10/04/2002	
					To	26-703 Carson Rd											
(619)		3.59	440	F	95%	1%	2%	1%	1%	0%	F	0.122	F	0.582	440	F	2002
					To	SR 40											
(619)	Courthouse Rd	7.13	460	F	95%	1%	2%	1%	1%	0%	F	0.082	F	0.825	460	F	2002
					To	26-650 Hawkins Church Rd											
(619)	Courthouse Rd	0.85	1200	F	95%	1%	2%	1%	1%	0%	F	0.106	F	0.630	1200	F	2002
					To	26-626 Flatfoot Rd											
(619)	Courthouse Rd	1.06	1100	F	95%	1%	2%	1%	1%	0%	F	0.108	F	0.631	1100	F	2002
					To	26-679 Lundys Rd											
(619)	Courthouse Rd	0.25	1500	F	95%	1%	2%	1%	1%	0%	F	0.103	F	0.666	1500	F	2002
					To	26-1414 Bishop Rd											
(619)	Courthouse Rd	0.59	1400	F	95%	1%	2%	1%	1%	0%	C	0.100	F	0.628	1400	F	2002
					To	US 1											
(620)		1.20	80	R	From	26-639					NA			NA		10/04/2002	
					To	26-642 WEST											
					From	26-642 EAST											
(620)		1.80	430	R	From	26-642 EAST					NA			NA		10/04/2002	
					To	US 460 WEST											
					From	US 460 EAST											
(620)		1.90	40	R	From	US 460 EAST					NA			NA		10/04/2002	
					To	Dead End											
(621)		1.60	280	R	From	US 460					NA			NA		1999	
					To	1.60 MN US 460											
(621)		0.40	410	R	From	1.60 MN US 460					NA			NA		09/26/2002	
					To	Dead End											
(622)		1.60	60	R	From	26-650					NA			NA		10/04/2002	
					To	26-647											
(622)		3.70	60	R	From	26-647					NA			NA		10/04/2002	
					To	26-610											
(622)		0.80	90	R	From	26-610					NA			NA		10/04/2002	
					To	26-613 WEST											
					From	26-613 EAST											
(622)		3.50	680	R	From	26-613 EAST					0.095	F	0.627	NA		10/04/2002	
					To	US 460; 26-602											
(622)		1.66	330	R	From	US 460; 26-602					NA			NA		10/04/2002	
					To	26-694											

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(622)	2.10	980	R	From	26-694						NA		NA		10/04/2002	
				To	Amelia County Line											
(623)	2.00	450	R	From	Amelia County Line						NA		NA		10/04/2002	
				To	26-611											
(623)	Sutherland Rd	3.28	760	R	From	26-750 Oxford Rd						NA		NA		10/04/2002
(623)	Sutherland Rd	0.62	1600	R	From	26-708 Namozine Rd						NA		NA		10/04/2002
					To	26-760 Southerland Ave										
(623)	Station Rd	0.42	430	R	From	US 460 Cox Rd						NA		NA		10/04/2002
					To	26-645										
(624)	2.60	180	R	From	26-613 WEST						NA		NA		10/04/2002	
				To	26-613 EAST											
(624)	3.80	590	R	From	US 460; FR-806						NA		NA		10/04/2002	
				To	26-611											
(624)	6.00	500	R	From	US 460						NA		NA		10/04/2002	
				To	Amelia County Line											
(626)	Flatfoot Rd	5.67	190	F	96%	1%	2%	1%	0%	F	0.116	F	0.712	190	F	2002
					To	26-609 Old Stage Rd										
(626)	Flatfoot Rd	4.09	420	F	96%	1%	2%	1%	0%	F	0.094	F	0.855	420	F	2002
					To	26-1410 Allen Dr										
(626)	Flatfoot Rd	0.43	1000	F	96%	1%	2%	1%	0%	C	0.100	F	0.604	1000	F	2002
					To	26-619 Courthouse Rd										
(627)	Courthouse Rd	0.90	2500	F	93%	2%	3%	0%	2%	C	0.147	F	0.588	2500	F	2002
					To	26-611 Wilkinson Rd										
(627)	Courthouse Rd	1.40	2100	F	93%	2%	3%	0%	2%	F	0.168	F	0.714	2100	F	2002
					To	26-661 Boisseau Rd										
(627)	Courthouse Rd	2.81	1300	R	From	26-613; 26-645						NA		NA		10/04/2002
					To	US 460										
(627)	2.61	1100	R	From	26-751 EAST						NA		NA		10/04/2002	
				To	26-751 WEST											
(627)	0.80	540	R	From	26-611						NA		NA		10/04/2002	
				To	Dead End											
(628)	Tranquility Lane	0.33	70	R	From	26-613 White Oak Rd						NA		NA		09/26/2002
					To	26-689 Bobcat Rd										
(628)	Tranquility Lane	3.10	60	R	From	26-756 Slates Rd						NA		NA		09/26/2002
					To	US 460 New Cox Rd										
(628)	Tranquility Lane	0.87	360	R	From							NA		NA		09/26/2002
					To											
(628)	Tranquility Lane	0.70	480	R	From							NA		NA		09/26/2002
					To											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(628) Tranquility Lane	0.09	1300	R	From	US 460 New Cox Rd						NA			NA		09/26/2002	
				To	26-751 Cox Rd												
(629)	0.93	260	R	From	26-627						NA			NA		09/26/2002	
				To	26-689												
(629)	0.25	20	R	From							NA			NA		09/26/2002	
				To	Dead End												
(630)	0.30	330	R	From	Sussex County Line						NA			NA		09/26/2002	
				To	SR 40												
(631) Claiborne Rd	2.70	780	R	From	26-613 White Oak Rd						NA			NA		08/14/2002	
				To	26-690 Harris Rd												
(631) Claiborne Rd	0.80	1100	R	From							NA			NA		08/14/2002	
				To	US 460; 26-708												
(632) Butterwood Rd	3.00	420	R	From	26-631 Claiborne Rd						NA			NA		08/14/2002	
				To	US 460 EAST												
(632) Olgers Dr	1.20	1700	F	From	US 460 WEST					C	0.096	F	0.633	1800	F	2002	
				To	94%	1%	3%	1%	2%								0%
(633)	0.50	120	R	From	SR 226 WEST						NA			NA		08/14/2002	
				To	SR 226 EAST												
(634)	0.25	280	R	From	US 1						NA			NA		08/14/2002	
				To	Dead End												
(635)	0.40	190	R	From	Dead End						NA			NA		10/05/2002	
				To	SR 40												
(636) Rocky Branch Rd	0.27	80	R	From	Dead End						NA			NA		08/14/2002	
				To	US 460 Cox Rd												
(637)	0.49	130	R	From	26-645						NA			NA		10/04/2002	
				To	Dead End												
(638)	2.00	260	R	From	26-613						NA			NA		10/04/2002	
				To	26-702												
(638)	1.20	240	R	From							NA			NA		10/04/2002	
				To	26-612												
(639)	0.90	280	R	From	Nottoway County Line						NA			NA		10/04/2002	
				To	US 460 WEST												
(639)	1.98	310	R	From	US 460 EAST						NA			NA		10/04/2002	
				To	26-642 WEST												
(639)	0.20	240	F	From	91%	0%	6%	1%	2%	0%	C	0.106	F	0.539	240	F	2002
				To	26; 642 EAST												
(639)	1.60	260	R	From	26-642 EAST						NA			NA		10/04/2002	
				To	26-620												
(639)	1.40	310	R	From	26-620						NA			NA		10/04/2002	
				To	26-613												

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
640		1.40	190	R	From	US 460					NA			NA		10/04/2002	
					To	Nottoway County Line											
641	Airport Rd	0.55	190	R	From	US 1 Boydton Plank Rd					NA			NA		08/14/2002	
					To	Dead End											
642		1.82	340	F	88%	0%	4%	1%	6%	0%	C	0.089	F	0.546	340	F	2002
642		0.60	200	F	From	26-643				F	0.107	F	0.633	200	F	2002	
					To	26-639 WEST											
642		2.00	170	F	From	26-639 EAST				F	0.118	F	0.522	170	F	2002	
					To	26-620 EAST											
642		2.40	140	F	88%	0%	4%	1%	6%	0%	F	0.133	F	0.6	140	F	2002
642		1.52	90	R	From	26-613					NA			NA		10/04/2002	
					To	1.52 ME 26-613											
642		0.83	70	R	From	26-644					NA			NA		1999	
					To												
643		3.20	290	R	From	SR 40					NA			NA		10/04/2002	
					To	26-642											
Town of McKenney																	
644		0.20	630	F	From	SR 40				F	0.117	F	0.520	630	F	2002	
					To	NCL McKenney											
Dinwiddie County																	
644		1.92	550	F	93%	2%	3%	0%	2%	0%	C	0.112	F	0.636	550	F	2002
644		2.50	400	R	From	26-650					NA			NA		10/04/2002	
					To	26-610											
644		2.50	110	R							NA			NA		10/04/2002	
644		2.50	100	R	From	26-642					NA			NA		10/04/2002	
					To	SR 40											
645		1.40	100	R	From	26-610					NA			NA		10/04/2002	
					To	26-622											
645		1.80	360	R	From	26-646 WEST					NA			NA		10/04/2002	
					To	26-646 EAST											
645		1.60	220	R							NA			NA		10/04/2002	
645		0.70	360	R	From	26-738					NA			NA		10/04/2002	
					To	26-637											
645		0.70	370	R	From	26-715					NA			NA		10/04/2002	
					To	26-611											
645		2.50	620	R							NA			NA		10/04/2002	
					To	26-613; 26-627											



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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(646)	6.00	270	F	From	US 1					C	0.150	F	0.525	270	F	2002
				To	26-613											
(647)	1.00	60	R	From	26-622						NA		NA		10/04/2002	
				To	26-648											
(647)	1.60	120	R	From	26-646 SOUTH						NA		NA		10/04/2002	
				To	26-646 NORTH											
(647)	2.24	260	R	From							NA		NA		10/04/2002	
				To	26-738											
(647)	1.92	660	R	From	26-656						NA		NA		10/04/2002	
				To	26-656 Gatewood Rd											
(647) Nash Rd	0.94	780	R	From							NA		NA		10/04/2002	
				To	US 1											
(648)	1.50	140	R	From	26-650						NA		NA		10/04/2002	
				To	26-647											
(649)	0.50	40	R	From	US 1						NA		NA		10/04/2002	
				To	26-650											
(650)	1.60	60	F	From	26-610					F	0.152	F	0.556	60	F	2002
				To	26-651 WEST Mason Church Rd											
(650)	1.10	300	F	From	26-651 WEST					F	0.117	F	0.618	300	F	2002
				To	26-644											
(650)	1.60	400	F	From	26-622					F	0.106	F	0.716	400	F	2002
				To	26-648											
(650)	2.50	470	F	From	US 1 South					C	0.150	F	0.855	470	F	2002
				To	US 1 North											
(650)	0.15	1300	F	From	26-709					C	0.104	F	0.504	1300	F	2002
				To	26-709											
(650)	0.55	1300	F	From	I-85 RAMP					F	0.084	F	0.606	1300	F	2002
				To	26-656 West											
(650)	1.43	330	F	From	26-619					C	0.113	F	0.564	340	F	2002
				To	26-613											
(651)	2.40	210	R	From	SR 40 WEST						NA		NA		08/27/2002	
				To	26-610											
(651)	1.80	240	R	From	26-650 WEST						NA		NA		1995	
				To	26-650 EAST											
(651)	2.25	210	R	From	SR 40 EAST						NA		NA		08/27/2002	
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(652)	1.56	350	R	From		26-644					NA			NA		08/27/2002
				To		US 1										
(653)	0.16	210	R	From		26-703					NA			NA		10/04/2002
				To		Dead End										
(654)	3.02	390	R	From		26-687 SOUTH					NA			NA		10/04/2002
				To		26-687 NORTH										
(654)	0.20	120	R	From							NA			NA		10/04/2002
				To		SR 40										
(655)	0.58	90	R	From		Dead End					NA			NA		10/04/2002
				To		US 1										
(656)	1.20	90	R	From		26-709					NA			NA		10/04/2002
				To		26-658										
(656) Eppes Rd	1.20	280	R	From							NA			NA		10/04/2002
				To		26-650 W; Hamilton Arms Rd										
(656) Gatewood Rd	2.55	490	R	From		26-650 E; Hawkins Church Rd					NA			NA		10/04/2002
				To		US 1 SOUTH										
(656) Gatewood Rd	0.90	120	R	From		US 1 NORTH					NA			NA		10/04/2002
				To		26-647 Nash Rd										
(657)	2.10	380	R	From		US 1					NA			NA		10/04/2002
				To		26-647										
(658)	1.61	320	R	From		26-709					NA			NA		10/04/2002
				To		26-656										
(658)	2.70	110	R	From							NA			NA		10/04/2002
				To		26-619										
(659)	0.90	230	R	From		26-665					NA			NA		10/04/2002
				To		SR 40										
(659)	1.50	260	R	From							NA			NA		10/04/2002
				To		26-736										
(659)	1.40	240	R	From							NA			NA		10/04/2002
				To		26-619										
(660) Hardiways Mill Rd	1.89	1100	R	From		26-619 Courthouse Rd					NA			NA		08/15/2002
				To		26-703 Carson Rd										
(660) Old Vaughan Rd	1.20	390	R	From							NA			NA		08/15/2002
				To		26-605 WEST										
(660) Quaker Rd	2.40	420	R	From		26-605 EAST					NA			NA		08/15/2002
				To		26-704 Blackwell Rd										
(660) Quaker Rd	1.20	660	R	From							NA			NA		08/15/2002
				To		US 1 Boydton Plank Rd										
(661) Boisseau Rd	2.40	620	F	From		26-627 Courthouse Rd					C	0.181	F	0.591	620	F 2002
				To		26-613 White Oak Rd										
(662)	1.20	60	R	From		26-617					NA			NA		10/04/2002
				To		26-619										

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(663)	1.20	40	R	From:	26-659						NA			NA		10/04/2002	
				To:	26-665												
(664)	1.20	20	R	From:	Dead End						NA			NA		10/04/2002	
				To:	26-609												
(665)	0.70	210	R	From:	Sussex County Line						NA			NA		10/15/2002	
				To:	26-617												
(665)	2.35	490	R	From:							NA			NA		10/15/2002	
				To:	SR 40												
(665)	1.44	520	R	From:							NA			NA		10/15/2002	
				To:	26-728												
(665)	2.76	230	R	From:							NA			NA		10/15/2002	
				To:	26-626												
(665)	0.70	360	R	From:							NA			NA		10/15/2002	
				To:	26-681												
(665)	0.40	40	R	From:							NA			NA		10/15/2002	
				To:	Dead End												
(666)	Baugh Rd	1.20	60	R	From:	26-626 Flatfoot Rd						NA			NA		10/15/2002
					To:	26-670 Shady Lane											
(666)	Baugh Rd	4.20	260	R	From:							NA			NA		10/15/2002
					To:	26-618 Halligan Park Rd											
(667)	Malones Rd	3.20	180	R	From:	26-666 Baugh Rd						NA			NA		10/15/2002
					To:	26-703 Carson Rd											
(668)	Brick Rd	1.90	390	R	From:	26-703 Carson Rd						NA			NA		08/13/2002
					To:	26-604 Halifax Rd											
(669)		3.30	530	R	From:	26-605						NA			NA		08/13/2002
					To:	26-604											
(670)	Shady Lane	1.82	210	R	From:	26-666 Baugh Rd						NA			NA		10/15/2002
					To:	1.82 MN 26-666											
(670)	Shady Lane	0.04	110	R	From:							NA			NA		10/15/2002
					To:	26-682 Ole Bole Rd											
(670)	Shady Lane	0.10	230	R	From:							NA			NA		10/15/2002
					To:	26-688 Sawmill Rd											
(670)	Shady Lane	0.77	290	R	From:							NA			NA		10/15/2002
					To:	26-609 Old Stage Rd											
(670)	Old Stage Rd	1.45	500	F	96%	0%	2%	0%	1%	0%	F	0.105	F	0.593	500	F	2002
(670)	Old Stage Rd	2.51	320	F	96%	0%	2%	0%	1%	0%	F	0.098	F	0.6	320	F	2002
					To:	26-605 West											
(670)	Duncan Rd	2.29	750	F	96%	0%	2%	0%	1%	0%	F	0.087	F	0.593	750	F	2002
					To:	26-613 SOUTH											
(670)	Duncan Rd	2.07	500	F	96%	0%	2%	0%	1%	0%	F	0.105	F	0.5	500	F	2002
					To:	26-673 Smith Grove Rd											
(670)	Duncan Rd	1.21	810	F	96%	0%	2%	0%	1%	0%	F	0.088	F	0.705	810	F	2002
					To:	1.21 MN 26-673											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(670)	Duncan Rd	1.51	1300	F	From	1.21 M FRM 26-673				C	0.097	F	0.544	1300	F	2002
					To	US 1 Boydton Plank Rd										
(671)		0.40	120	R	From	Dead End					NA			NA		08/15/2002
					To	US 1										
(672)	Church Rd	1.49	600	F	From	26-613 Squirrel Level Rd				F	0.093	F	0.569	600	F	2002
					To	1.49 M FRM 26-613										
(672)	Church Rd	0.58	810	F	From	26-603 Weakley Rd				C	0.086	F	0.595	860	F	2002
					To	26-603 Weakley Rd										
(672)	Weakley Rd	0.27	810	F	From	26-1371 Hazel Ave				F	0.106	F	0.529	860	F	2002
					To	SR 142 Simpson Rd										
(672)	Weakley Rd	0.19	720	F	From	26-670 Duncan Rd				C	0.101	F	0.5	760	F	2002
					To	26-613 Squirrel Level Rd										
(673)	Smith Grove Rd	1.77	430	R	From	26-613					NA			NA		08/15/2002
					To	1.57 MN 26-613										
(674)		1.57	140	R	From	26-670					NA			NA		08/15/2002
					To	26-670										
(675)	Vaughan Rd	3.74	630	F	From	26-741 Fort Emory Rd				F	0.091	F	0.582	630	F	2002
					To	26-676 Flank Rd										
(675)	Vaughan Rd	0.90	1100	F	From	SCL Petersburg				C	0.085	F	0.704	1100	F	2002
					To	26-613 Squirrel Level Rd										
(675)	Vaughan Rd	0.94	740	F	From	26-675 Vaughan Rd				F	0.099	F	0.736	780	F	2002
					To	26-604 Halifax Rd										
(676)	Flank Rd	0.80	440	R	From	26-605 Ellington Rd					NA			NA		08/14/2002
					To	SR 345; 74-608										
(677)	Carson Dr	0.80	880	F	From	26-606 Oak Grove Rd				C	0.118	F	0.842	940	F	2002
					To	Dead End										
(678)	Spain Dr	1.00	60	R	From	26-660					NA			NA		10/15/2002
					To	26-681										
(679)		1.45	210	R	From	2.01 ME 26-618					NA			NA		1999
					To	26-618										
(680)		2.01	260	R	From	Sussex County Line					NA			NA		10/15/2002
					To	26-665										
(681)		1.80	390	R	From	26-609 Old Stage Rd					NA			NA		10/15/2002
					To	26-670 Shady Lane										
(682)	Ole Bole Rd	0.70	100	R	From						NA			NA		10/15/2002
					To											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(683)	0.45	140	R	From		26-651					NA			NA		10/15/2002
(683)	0.60	90	R	To		26-707					NA			NA		10/15/2002
(683)	0.20	90	R	From		0.60 MN 26-707					NA			NA		10/15/2002
				To		Dead End										
(684) Airpark Dr	0.56	620	R	From		Dead End					NA			NA		08/14/2002
				To		US 460; 26-9921										
(685)	0.16	80	R	From		Dead End					NA			NA		08/14/2002
				To		US 1										
(686) Smith Grove Lane	0.20	9	R	From		26-673 Smith Grove Rd					NA			NA		10/15/2002
				To		Dead End										
(687)	0.10	80	R	From		26-609					NA			NA		10/15/2002
(687)	1.54	180	R	To		26-654 SOUTH					NA			NA		10/15/2002
(687)	1.06	190	R	From		1.54 MN 26-654 S					NA			NA		10/15/2002
(687)	1.62	140	R	To		26-696					NA			NA		10/15/2002
				To		SR 40										
(688) Sawmill Rd	0.85	220	R	From		26-670 Shady Lane					NA			NA		10/15/2002
(688) Sawmill Rd	1.28	48	R	To		26-705 Fox Branch Rd					NA			NA		08/15/2002
(688) Sawmill Rd	0.27	60	R	From		1.28 ME 26-705					NA			NA		08/15/2002
				To		26-667 Malones Rd										
(689)	0.60	90	R	From		26-629					NA			NA		08/14/2002
				To		26-628										
(690) Harris Dr	0.94	230	R	From		26-631 Claiborne Rd					NA			NA		08/14/2002
				To		Dead End										
(691)	1.00	160	R	From		Dead End					NA			NA		10/15/2002
				To		SR 40										
(692)	1.89	40	R	From		Dead End					NA			NA		10/15/2002
(692)	3.20	190	R	To		SR 40					NA			NA		10/15/2002
(692)	0.60	10	R	From		26-709					NA			NA		10/15/2002
				To		Dead End										
(693) Williamson Rd	2.87	460	R	From		26-703 Carson Rd					NA			NA		10/25/2002
				To		26-670 Old Stage Rd										
(694)	0.70	80	R	From		Dead End					NA			NA		09/26/2002
				To		26-622										

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Route		Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																	
696		1.20	60	R	From:	Dead End						NA			NA		10/15/2002
					To:	26-687											
697		0.40	140	R	From:	26-613						NA			NA		10/08/2002
					To:	Dead End											
698		1.20	200	R	From:	26-665						NA			NA		10/15/2002
					To:	Sussex County Line											
699		1.89	80	R	From:	26-611						NA			NA		09/26/2002
					To:	1.89 MN 26-611											
699		1.41	90	R	From:							NA			NA		09/26/2002
					To:	26-708											
700		0.88	40	R	From:	Dead End						NA			NA		09/26/2002
					To:	26-613											
700		2.57	390	R	From:							NA			NA		09/26/2002
					To:	26-622											
701		0.60	10	R	From:	Dead End						NA			NA		10/05/2002
					To:	26-610											
702		1.32	90	R	From:	26-638						NA			NA		10/05/2002
					To:	SR 40											
703	Carson Rd	0.13	3300	F	93%	1%	2%	1%	3%	0%	F	0.097	F	0.603	3300	F	2002
703	Carson Rd	1.17	3500	F	93%	1%	2%	1%	3%	0%	C	0.093	F	0.723	3500	F	2002
					From:	26-1403											
703	Carson Rd	5.18	990	F	88%	2%	5%	2%	3%	0%	C	0.097	F	0.689	990	F	2002
					To:	I-85											
703	Carson Rd	5.97	800	F	88%	2%	5%	2%	3%	0%	F	0.103	F	0.554	800	F	2002
					From:	26-670 Old Stage Rd											
703		0.09	1300	F	88%	2%	5%	2%	3%	0%	F	0.096	F	0.603	1300	F	2002
					To:	26-618 Halligan Park Rd											
704		0.24	60	R	From:	26-618						NA			NA		08/15/2002
					To:	Prince George County Line; 7											
705	Fox Branch Rd	1.42	200	R	From:	Dead End						NA			NA		10/14/2002
					To:	26-660											
706		0.55	150	R	From:	26-688 Sawmill Rd						NA			NA		10/14/2002
					To:	26-733 Little Zion Rd											
706		0.15	220	R	From:	SR 226 WEST						NA			NA		10/14/2002
					To:	26-725											
707		0.85	190	R	From:	SR 226 EAST						NA			NA		10/14/2002
					To:	26-683											
708		0.30	590	F	91%	1%	4%	1%	3%	0%	F	0.107	F	0.711	590	F	2002
					From:	26-651											
708	Namozine Rd	5.93	1100	F	91%	1%	4%	1%	3%	0%	C	0.107	F	0.861	1100	F	2002
					From:	Amelia County Line											
708					91%	1%	4%	1%	3%	0%	C	0.107	F	0.861	1100	F	2002
					To:	26-746											
708					91%	1%	4%	1%	3%	0%	C	0.107	F	0.861	1100	F	2002
					To:	26-601 River Rd											

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(708)	Namozine Rd	0.70	1800	F	From:	26-601 River Rd				F	0.099	F	0.661	1900	F	2002
					To:	US 460; 26-631										
(709)		2.70	70	R	From:	26-609					NA			NA		10/15/2002
					To:	SR 40										
(709)		3.70	290	R	From:						NA			NA		10/15/2002
(709)		1.70	390	R	From:	26-656					NA			NA		10/15/2002
					To:	26-658										
(709)		0.63	840	R	From:	26-650					NA			NA		10/15/2002
					To:	26-650										
(710)		0.85	9	R	From:	Dead End					NA			NA		08/27/2002
					To:	SCL McKenney										
Town of McKenney																
(710)		0.11	9	R	From:	SCL McKenney					NA			NA		08/27/2002
					To:	SR 40										
Dinwiddie County																
(711)	Ridley Rd	1.30	90	R	From:	Dead End					NA			NA		10/15/2002
					To:	26-670 Old Stage Rd										
(712)		0.55	30	R	From:	26-703					NA			NA		10/15/2002
					To:	Dead End										
(713)		2.54	260	R	From:	US 1					NA			NA		10/15/2002
					To:	26-687										
(714)		0.46	360	R	From:	US 1					NA			NA		08/15/2002
					To:	Dead End										
(715)		1.80	90	R	From:	26-645					NA			NA		10/15/2002
					To:	26-613										
(716)		0.36	50	R	From:	26-611; 26-751					NA			NA		08/20/2002
					To:	26-751										
(717)		0.50	100	R	From:	26-629					NA			NA		09/26/2002
					To:	Dead End										
(718)	Henshaw Rd	0.38	370	R	From:	26-601 River Rd					NA			NA		08/15/2002
					To:	Dead End										
(719)		0.39	260	R	From:	26-601					NA			NA		08/15/2002
					To:	Dead End										
(720)		0.15	180	R	From:	26-601					NA			NA		08/15/2002
					To:	Dead End										
(721)		0.60	160	R	From:	US 460; FR-804					NA			NA		10/15/2002
					To:	Dead End										
(722)		0.81	80	R	From:	26-619					NA			NA		10/15/2002
					To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(723)	0.58	150	R	From	26-611					NA			NA		09/26/2002	
				To	Dead End											
(724)	0.58	230	R	From	26-639					NA			NA		10/15/2002	
				To	US 460											
(725)	0.17	130	R	From	Dead End					NA			NA		08/15/2002	
				To	26-706											
(726)	0.23	160	R	From	US 1					NA			NA		08/13/2002	
				To	Dead End											
(727) Bethune Rd	0.79	120	R	From	Dead End					NA			NA		10/15/2002	
				To	26-675 Vaughan Rd											
(728)	0.34	90	R	From	Dead End					NA			NA		10/15/2002	
				To	26-665											
(729) Spriggs Rd	0.53	90	R	From	26-661 Boisseau Rd					NA			NA		08/15/2002	
				To	Dead End											
(730) Williams Rd	0.28	60	R	From	US 460 Cox Rd					NA			NA		08/14/2002	
				To	Dead End											
(731)	0.02	230	R	From	26-611					NA			NA		09/26/2002	
				To	0.02 ME 26-611											
(731)	0.40	110	R	From						NA			NA		09/26/2002	
				To	Dead End											
(732)	0.60	260	R	From	Dead End					NA			NA		09/26/2002	
				To	26-627											
(733)	1.20	240	R	From	26-670					NA			NA		10/15/2002	
				To	26-703											
(734) Rainey Rd	3.14	220	R	From	26-619 Courthouse Rd					NA			NA		10/15/2002	
				To	26-626 Flatfoot Rd											
(735) Goose Pond Rd	1.40	60	R	From	26-619 Courthouse Rd					NA			NA		10/15/2002	
				To	Dead End											
(736)	0.50	60	R	From	26-659					NA			NA		10/15/2002	
				To	Dead End											
(737)	1.60	60	R	From	26-665					NA			NA		10/15/2002	
				To	26-626											
(738)	1.33	300	R	From	26-645					NA			NA		10/15/2002	
				To	26-647											
(739)	1.70	420	R	From	26-751					NA			NA		09/26/2002	
				To	26-708											
(740) Turkey Egg Rd	1.50	1400	R	From	26-627 Courthouse Rd					NA			NA		09/26/2002	
				To	US 1 Boydton Plank Rd											



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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
741	0.70	730	R	From	26-613					NA			NA		08/15/2002	
				To	26-675											
742	0.50	240	R	From	26-613					NA			NA		08/15/2002	
				To	26-675											
743	0.57	360	R	From	US 460					NA			NA		08/14/2002	
				To	26-601											
744	0.70	70	R	From	26-644					NA			NA		09/26/2002	
				To	Dead End											
745	0.20	70	R	From	Dead End					NA			NA		09/26/2002	
				To	26-651											
746	0.95	120	R	From	26-708					NA			NA		09/26/2002	
				To	Dead End											
747	0.35	8	R	From	26-611					NA			NA		09/26/2002	
				To	Dead End											
748	0.49	320	R	From	Dead End					NA			NA		08/27/2002	
				To	26-652											
749	0.04	90	R	From	FR-82					NA			NA		08/14/2002	
				To	Dead End											
750	Oxford Rd	1.51	780	R	From	26-623 Southerland Rd					NA			NA		08/15/2002
					To	Dead End										
751		0.78	480	R	From	US 460 WEST					NA			NA		09/27/2002
					To	26-611 W; 26-752										
751		0.26	1800	R	From	26-611 W 26-752					NA			NA		09/27/2002
					To	26-611 E; 26-716										
751		3.25	1800	R	From						NA			NA		09/27/2002
					To	26-627 WEST										
751		2.67	2300	R	From						NA			NA		09/27/2002
					To	US 460 EAST										
752		0.40	150	R	From	26-611; 26-751					NA			NA		09/27/2002
					To	Dead End										
753		0.40	190	R	From	26-611					NA			NA		09/27/2002
					To	Dead End										
754		0.88	240	R	From	Dead End					NA			NA		09/26/2002
					To	26-751										
755		0.50	80	R	From	Dead End					NA			NA		09/26/2002
					To	26-751										
756	Slates Rd	0.28	40	R	From	26-628 Tranquility Lane					NA			NA		09/26/2002
					To	Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(757)	0.62	60	R	From	26-708					NA			NA			09/26/2002
				To	Dead End											
(758)	Steers Rd	0.39	280	R	From	Dead End					NA			NA		08/15/2002
					To	26-613 Dabney Mill Rd										
(759)	0.57	30	R	From	Dead End					NA			NA		08/15/2002	
				To	26-650											
(760)	Sutherland Ave	0.37	80	R	From	26-623 Station Rd					NA			NA		08/19/2002
					To	Dead End										
(764)	0.33	120	R	From	26-750					NA			NA		08/15/2002	
				To	Cul-de-Sac											
(770)	0.08	46	R	From	Cul-de-Sac					NA			NA		09/26/2002	
				To	Prince George County Line											
(775)	Hoffeimer Way	0.92	NA	From	26-672					NA			NA			
				To	US 1											
(776)	Chesdin Lake Rd	0.57	380	R	From	26-601 River Rd					NA			NA		08/14/2002
					To	Dead End										
(1001)	0.02	3	R	From	Dead End					NA			NA		08/27/2002	
				To	ECL McKenney											
Town of McKenney																
(1001)	0.02	7	R	From	ECL McKenney					NA			NA			08/27/2002
				To												
(1001)	0.10	110	R	From	26-1014					NA			NA		08/27/2002	
				To	26-1013											
(1001)	0.32	320	R	From						NA			NA		08/27/2002	
				To	US 1											
(1001)	0.13	980	R	From						NA			NA		08/27/2002	
				To	26-1007											
(1001)	0.16	980	R	From						NA			NA		08/27/2002	
				To	26-1006											
(1001)	0.07	1000	R	From						NA			NA		08/27/2002	
				To	26-1005											
(1001)	0.07	1000	R	From						NA			NA		08/27/2002	
				To	26-1004											
(1001)	0.07	1100	R	From						NA			NA		08/27/2002	
				To	26-1003											
(1001)	0.03	420	R	From						NA			NA		08/27/2002	
				To	26-1002											
(1002)	0.10	280	R	From	SR 40					NA			NA		08/27/2002	
				To	26-1001											
(1003)	0.02	100	R	From	Dead End					NA			NA		08/27/2002	
				To	26-1010											
(1003)	0.15	190	R	From						NA			NA		08/27/2002	
				To	26-1009											

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						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
1003	0.03	620	R	From:		26-1009					NA			NA		08/27/2002
				To:		SR 40										
1003	0.10	1200	R	From:		26-1001					NA			NA		08/27/2002
				To:		SR 40										
1004	0.09	100	R	From:		26-1001					NA			NA		08/27/2002
				To:		26-1009										
1005	0.14	60	R	From:		SR 40					NA			NA		08/27/2002
				To:		26-1008										
1005	0.23	150	R	From:		26-1008					NA			NA		08/27/2002
				To:		SR 40										
1006	0.08	40	R	From:		26-1001					NA			NA		08/27/2002
				To:		SR 40										
1007	0.08	120	R	From:		26-1001					NA			NA		08/27/2002
				To:		26-1008										
1007	0.11	120	R	From:		26-1008					NA			NA		08/27/2002
				To:		Dead End										
1008	0.07	60	R	From:		26-1007					NA			NA		08/27/2002
				To:		26-1005										
1008	0.19	90	R	From:		26-1005					NA			NA		08/27/2002
				To:												
Dinwiddie County																
1009	0.65	220	R	From:		US 1					NA			NA		08/27/2002
				To:		SCL McKenney										
Town of McKenney																
1009	0.27	320	R	From:		SCL McKenney					NA			NA		08/27/2002
				To:		26-1005										
1009	0.13	280	R	From:		26-1003					NA			NA		08/27/2002
				To:		SCL McKenney										
1010	0.25	80	R	From:		26-1012					NA			NA		08/27/2002
				To:		26-1003										
1010	0.04	70	R	From:		Dead End					NA			NA		08/27/2002
				To:		26-614										
1011	0.05	120	R	From:		26-1010										
				To:		Dead End					NA			NA		08/27/2002
1012	0.10	40	R	From:		SR 40										
				To:		26-1001										
1013	0.08	210	R	From:		26-1001					NA			NA		08/27/2002
				To:												
1014	0.08	90	R	From:		ECL McKenney					NA			NA		08/27/2002
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1014	0.31	90	R	From:	ECL McKenney						NA			NA		08/27/2002
				To:	Dead End											
Town of McKenney																
1015	0.10	60	R	From:	Dead End						NA			NA		08/27/2002
				To:	US 1											
Dinwiddie County																
1020	0.08	140	R	From:	26-644						NA			NA		1999
				To:	26-1021											
1021	0.12	60	R	From:	Dead End						NA			NA		1999
				To:	26-1020											
1021	0.09	80	R	From:							NA			NA		1999
				To:	Dead End											
1101	0.30	60	R	From:	26-604						NA			NA		1999
				To:	26-606											
1110	0.31	220	R	From:	26-1111						NA			NA		1999
				To:	26-1113											
1110	0.21	230	R	From:							NA			NA		1999
				To:	26-613											
1111	0.16	130	R	From:	26-1112						NA			NA		1999
				To:	26-1110											
1112	0.31	140	R	From:	26-1111						NA			NA		1999
				To:	26-1113											
1112	0.13	110	R	From:							NA			NA		1999
				To:	26-613											
1113	0.16	150	R	From:	26-1112						NA			NA		1999
				To:	26-1110											
1120	0.25	480	R	From:	26-1122						NA			NA		1999
				To:	26-1121											
1120	0.10	640	R	From:							NA			NA		1999
				To:	26-613											
1121	0.14	120	R	From:	Dead End						NA			NA		1999
				To:	26-1120											
1122	0.08	300	R	From:	26-1123						NA			NA		1999
				To:	26-1120											
1123	0.46	280	R	From:	26-1122						NA			NA		1999
				To:	Dead End											
1201	0.25	90	R	From:	Dead End						NA			NA		1999
				To:	US 1; 26-650											
1210	0.45	110	R	From:	Cul-de-Sac						NA			NA		1999
				To:	26-750											

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						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
1240	0.21	NA				From	Cul-de-Sac/					NA			NA		
						To	26-00601(B)/										
1241	0.15	NA				From	26-01243(B)/					NA			NA		
						To	26-01240(B)/										
1242	0.11	NA				From	26-01243(B)/					NA			NA		
						To	26-01240(B)/										
1243	0.23	NA				From	Cul-de-Sac/					NA			NA		
						To	Cul-de-Sac/										
1301	0.23	270	R			From	SR 226					NA			NA		1999
1301	0.18	140	R			To	26-1332					NA			NA		1999
						From	Dead End										
1302	0.10	140	R			From	26-1306					NA			NA		1999
						To	26-1348										
1302	0.03	170	R			From						NA			NA		1999
						To	26-1309										
1302	0.11	180	R			From						NA			NA		1999
						To	US 1										
1303	0.37	220	R			From	Dead End					NA			NA		1999
						To	FR-290										
1303	0.03	2100	R			From						NA			NA		1999
						To	US 1										
1304	0.10	150	R			From	26-1349					NA			NA		1999
						To	26-1306										
1304	0.10	200	R			From						NA			NA		1999
						To	26-1348										
1304	0.13	240	R			From						NA			NA		1999
						To	US 1										
1305	0.14	20	R			From	Dead End					NA			NA		1999
						To	26-1350										
1305	0.19	220	R			From						NA			NA		1999
						To	26-1306										
1305	0.09	270	R			From						NA			NA		1999
						To	26-1348										
1305	0.11	310	R			From						NA			NA		1999
						To	US 1										
1306	0.04	390	R			From	26-1305					NA			NA		1999
						To	26-1308										
1306	0.04	80	R			From						NA			NA		1999
						To	26-1307										
1306	0.04	110	R			From						NA			NA		1999
						To	26-1304										
1306	0.04	130	R			From						NA			NA		1999
						To	26-1302										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1307)	0.10	190	R	From		26-1349					NA			NA		1999
(1307)	0.10	230	R	To		26-1306					NA			NA		1999
(1307)	0.12	280	R	From		26-1348					NA			NA		1999
(1307)				To		US 1										
(1308)	0.13	60	R	From		Dead End					NA			NA		1999
(1308)	0.09	150	R	To		26-1350					NA			NA		1999
(1308)	0.10	340	R	From		26-1349					NA			NA		1999
(1308)	0.09	380	R	To		26-1306					NA			NA		1999
(1308)	0.12	780	R	From		26-1348					NA			NA		1999
(1308)				To		US 1										
(1309)	0.10	40	R	From		26-1302					NA			NA		1999
(1309)				To		Dead End										
(1310)	0.10	80	R	From		Dead End					NA			NA		1999
(1310)	Rockdale Road	0.11	1700	R	To	SR 226					NA			NA		1999
(1310)	Rockdale Road	0.10	1800	R	From	26-1311					NA			NA		1999
(1310)				To		26-600										
(1311)	0.31	310	R	From		Dead End					NA			NA		1999
(1311)	0.10	90	R	To		26-1310					NA			NA		1999
(1311)				To		Dead End										
(1312)	0.12	340	R	From		26-1313					NA			NA		1999
(1312)				To		SR 226										
(1313)	0.22	410	R	From		26-1312					NA			NA		1999
(1313)				To		US 1										
(1314)	0.03	30	R	From		Dead End					NA			NA		1999
(1314)	0.12	100	R	To		26-1317					NA			NA		1999
(1314)	0.10	220	R	From		26-1318					NA			NA		1999
(1314)	0.06	280	R	To		26-1315					NA			NA		1999
(1314)				To		SR 226										
(1315)	0.06	70	R	From		26-603					NA			NA		1999
(1315)	0.11	90	R	To		26-1316					NA			NA		1999
(1315)				To		26-1314										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1316)	0.07	110	R	From		26-1317					NA			NA		1999
				To												
(1316)	0.06	80	R	From		26-1319					NA			NA		1999
				To												
(1316)	0.10	60	R	From		26-1318					NA			NA		1999
				To		26-1315										
(1317)	0.07	90	R	From		26-1316					NA			NA		1999
				To		26-1314										
(1318)	0.13	100	R	From		26-1316					NA			NA		1999
				To		26-1314										
(1319)	0.06	220	R	From		26-603					NA			NA		1999
				To		26-1316										
(1320)	0.09	150	R	From		26-1362					NA			NA		1999
				To		26-1363										
(1320)	0.13	260	R	From							NA			NA		1999
				To		US 1; SR 142										
(1321)	0.18	150	R	From		Dead End					NA			NA		1999
				To		26-601										
(1322)	0.14	260	R	From		Dead End					NA			NA		1999
				To		US 1										
(1323)	0.40	290	R	From		26-600					NA			NA		1999
				To		Dead End										
(1324)	0.15	2300	R	From		26-1363					NA			NA		1999
				To		US 1										
(1325)	0.21	NA		From		Cul-de-Sac					NA			NA		
				To		26-1326										
(1325)	0.06	370	R	From							NA			NA		1999
				To		SR 226										
(1326)	0.21	180	R	From		26-1325					NA			NA		1999
				To		26-1327										
(1327)	0.05	260	R	From		26-1326					NA			NA		1999
				To		SR 226										
(1328)	0.10	70	R	From		Dead End					NA			NA		1999
				To		26-1329										
(1328)	0.12	190	R	From							NA			NA		1999
				To		26-1330										
(1328)	0.07	310	R	From							NA			NA		1999
				To		26-600										
(1329)	0.06	140	R	From		26-1330					NA			NA		1999
				To		26-1328										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
1330	0.17	140	R	From	26-1329						NA			NA		1999
				To	26-1328											
1331	0.03	NA		From	26-1325						NA			NA		
				To	Cul-de-Sac											
1332	0.05	160	R	From	26-1301						NA			NA		1999
				To	Dead End											
1333	0.54	240	R	From	26-600						NA			NA		1999
				To	26-600											
1334	0.12	40	R	From	Dead End						NA			NA		1999
				To	26-1336											
1334	0.22	280	R	From	26-1336						NA			NA		1999
				To	FR-290; 26-1335											
1335	0.19	260	R	From	0.19 MS FR-290						NA			NA		1999
				To	FR-290; 26-1334											
1335	0.08	10	R	From	FR-290; 26-1334						NA			NA		1999
				To	Dead End											
1336	0.09	110	R	From	26-1334						NA			NA		1999
				To	26-1337											
1337	0.12	90	R	From	Dead End						NA			NA		1999
				To	26-1336											
1338	0.20	140	R	From	26-1335						NA			NA		1993
				To	Cul-de-Sac											
1339	0.07	NA		From	26-1325						NA			NA		
				To	Cul-de-Sac											
1340	0.15	40	R	From	SR 226						NA			NA		08/19/2002
				To	26-1341											
1340	0.09	200	R	From	26-1341						NA			NA		1999
				To	26-1342											
1340	0.12	70	R	From	26-1342						NA			NA		1999
				To	Dead End											
1341	0.17	110	R	From	26-1343						NA			NA		1999
				To	26-1340											
1342	0.20	150	R	From	26-1343						NA			NA		1999
				To	26-1340											
1343	0.09	60	R	From	26-1341						NA			NA		1999
				To	26-1342											
1344	0.09	350	R	From	SR 226						NA			NA		1999
				To	26-1345											
1344	0.09	260	R	From	26-1345						NA			NA		1999
				To	26-1346											



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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1345)	0.06	48	R	From	Dead End						NA			NA		1999
(1345)	0.04	40	R	To	26-1344						NA			NA		1999
				From	Dead End											
(1346)	0.07	50	R	From	Dead End						NA			NA		1999
(1346)	0.04	200	R	To	26-1344						NA			NA		1999
(1346)	0.01	20	R	From	26-1347						NA			NA		1999
				To	Dead End											
(1347)	0.17	140	R	From	Dead End						NA			NA		1999
				To	26-1346											
(1348)	0.04	110	R	From	26-1305						NA			NA		1999
(1348)	0.04	120	R	To	26-1308						NA			NA		1999
(1348)	0.04	130	R	From	26-1307						NA			NA		1999
(1348)	0.04	160	R	To	26-1304						NA			NA		1999
				To	26-1302											
(1349)	0.04	260	R	From	26-1308						NA			NA		1999
(1349)	0.04	220	R	To	26-1307						NA			NA		1999
				To	26-1304											
(1350)	0.04	150	R	From	26-1305						NA			NA		1999
				To	26-1308											
(1352)	0.19	290	R	From	26-601						NA			NA		1999
(1352)	0.10	110	R	To	26-1354						NA			NA		1999
				To	Cul-de-Sac											
(1353)	0.19	250	R	From	26-601						NA			NA		1999
(1353)	0.10	90	R	To	26-1354						NA			NA		1999
				To	Cul-de-Sac											
(1354)	0.08	50	R	From	26-1352						NA			NA		1999
(1354)	0.12	60	R	To	26-1353						NA			NA		08/20/2002
(1354)	0.07	100	R	From	26-1390						NA			NA		08/20/2002
				To	Dead End											
(1355)	0.18	320	R	From	26-601						NA			NA		08/20/2002
(1355)	0.07	90	R	To	26-1356						NA			NA		1999
				To	26-1367											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Dinwiddie County</b>																
(1355)	0.10	60	R	From		26-1367					NA			NA		1999
(1355)	0.28	NA		To		26-1368					NA			NA		
(1355)	0.13	290	R	From		26-1369					NA			NA		1999
(1355)				To		26-601 WEST										
(1356)	0.09	100	R	From		Dead End					NA			NA		08/20/2002
(1356)	0.06	60	R	To		26-1355					NA			NA		08/20/2002
(1356)				To		Dead End										
(1357)	0.26	260	R	From		26-1358					NA			NA		08/20/2002
(1357)	0.13	320	R	To		26-1360					NA			NA		08/20/2002
(1357)	0.08	360	R	From		26-1359					NA			NA		08/20/2002
(1357)				To		26-601										
(1358)	0.03	8	R	From		Dead End					NA			NA		08/20/2002
(1358)	0.07	40	R	To		26-1357					NA			NA		08/20/2002
(1358)	0.08	120	R	From		26-1360 Gap Terminus 26-1359 Gap Terminus					NA			NA		08/20/2002
(1358)				To		26-601										
(1359)	0.04	40	R	From		Dead End					NA			NA		1999
(1359)	0.10	460	R	To		26-1364					NA			NA		1999
(1359)	0.29	360	R	From		26-1357					NA			NA		08/19/2002
(1359)	0.22	340	R	To		26-1358					NA			NA		08/19/2002
(1359)	0.10	350	R	From		26-1387					NA			NA		08/19/2002
(1359)				To		26-1385										
(1360)	0.23	180	R	From		26-1357					NA			NA		08/19/2002
(1360)				To		26-1358										
(1361)	0.14	590	R	From		26-1366					NA			NA		08/19/2002
(1361)				To		SR 226										
(1362)	0.12	110	R	From		26-603					NA			NA		1999
(1362)				To		26-1320										
(1363)	0.08	50	R	From		26-1320					NA			NA		1999
(1363)				To		26-1324										
(1364)	0.07	30	R	From		Dead End					NA			NA		1999
(1364)	0.21	360	R	To		26-1365					NA			NA		1999
(1364)				To		26-1359										

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1365	0.11	150	R	From	26-1364						NA			NA		1999
				To	Cul-de-Sac											
1366	0.46	230	R	From	Dead End						NA			NA		10/15/2002
				To	Dead End											
1367	0.04	20	R	From	26-1355						NA			NA		1999
				To	Cul-de-Sac											
1368	0.05	30	R	From	Cul-de-Sac						NA			NA		1999
				To	26-1355											
1369	0.04	30	R	From	26-1355						NA			NA		1999
				To	Cul-de-Sac											
1370	0.16	70	R	From	26-1371						NA			NA		1993
				To	26-672											
1371	0.18	120	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1370											
1371	0.07	160	R	From	26-1370						NA			NA		08/19/2002
				To	26-672											
1372	0.09	480	R	From	US 1						NA			NA		08/19/2002
				To	26-1373 EAST-WEST											
1373	0.44	230	R	From	26-1372 EAST-WEST						NA			NA		08/19/2002
				To	End Loop											
1375	0.13	130	R	From	26-1382						NA			NA		1999
				To	Cul-de-Sac											
1376	0.07	60	R	From	Cul-de-Sac						NA			NA		1999
				To	26-1381											
1377	0.07	50	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1381											
1378	0.11	120	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1379											
1379	0.10	160	R	From	26-1380						NA			NA		10/15/2002
				To	Dead End											
1380	0.31	130	R	From	Dead End						NA			NA		1999
				To	SR 226											
1380	0.53	NA		From	SR 226						NA			NA		
				To	Dead End											
1381	0.43	430	R	From	Dead End						NA			NA		1999
				To	SR 226											
1382	0.27	190	R	From	Dead End						NA			NA		08/19/2002
				To	26-1381											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1383	0.08	110	R	From	26-1382						NA			NA		08/19/2002
				To	Cul-de-Sac											
1384	0.15	560	R	From	26-1382						NA			NA		08/19/2002
				To	SR 226; 26-1384											
1385	0.30	390	R	From	Dead End						NA			NA		08/19/2002
				To	26-1386											
1385	0.13	410	R	From	26-1386						NA			NA		08/19/2002
				To	26-1359											
1385	0.11	820	R	From	26-1359						NA			NA		08/19/2002
				To	26-601											
1386	0.14	90	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1385											
1387	0.12	90	R	From	26-1386						NA			NA		08/19/2002
				To	26-1359											
1388	0.03	10	R	From	Dead End						NA			NA		1999
				To	26-1389											
1388	0.07	170	R	From	26-1389						NA			NA		1999
				To	26-1385											
1389	0.10	100	R	From	26-1388						NA			NA		1999
				To	Cul-de-Sac											
1390	0.09	460	R	From	26-601						NA			NA		08/19/2002
				To	26-1391											
1390	0.10	380	R	From	26-1391						NA			NA		08/19/2002
				To	26-1354											
1390	0.08	260	R	From	26-1354						NA			NA		08/19/2002
				To	26-1392											
1390	0.06	80	R	From	26-1392						NA			NA		08/19/2002
				To	Cul-de-Sac											
1391	0.06	70	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1390											
1392	0.06	70	R	From	Cul-de-Sac						NA			NA		08/19/2002
				To	26-1390											
1397	0.05	NA		From	Dead End/						NA			NA		
				To	26-01380(B)/											
1398	0.06	NA		From	Dead End/						NA			NA		
				To	26-01380(B)/											
1401	0.41	160	R	From	Dead End						NA			NA		08/19/2002
				To	US 1											
1402	0.10	180	R	From	US 1 SOUTH						NA			NA		1999
				To	26-619											

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1402	0.15	170	R	From	26-619						NA			NA		1999
				To	US 1 NORTH											
1403	0.11	20	R	From	26-703						NA			NA		1999
				To	Dead End											
1404	0.06	40	R	From	26-619						NA			NA		1999
				To	Dead End											
1405	0.20	190	R	From	26-627						NA			NA		1999
				To	26-1406											
1405	0.16	60	R	From							NA			NA		1999
				To	Dead End											
1406	0.43	90	R	From	26-1405						NA			NA		1999
				To	Cul-de-Sac											
1407	0.50	190	R	From	Dead End						NA			NA		1999
				To	26-627											
1410	0.08	470	R	From	26-626						NA			NA		1999
				To	26-1411											
1410	0.06	380	R	From							NA			NA		1999
				To	26-1412											
1410	0.11	280	R	From							NA			NA		1999
				To	26-1413 SOUTH											
1410	0.07	80	R	From							NA			NA		1999
				To	26-1413 NORTH											
1410	0.05	7	R	From							NA			NA		1999
				To	Dead End											
1411	0.12	70	R	From	Cul-de-Sac						NA			NA		1999
				To	26-1410											
1412	0.12	70	R	From	26-1410						NA			NA		1999
				To	Dead End											
1413	0.28	120	R	From	26-1410 SOUTH						NA			NA		1999
				To	26-1410 NORTH											
1414	0.16	70	R	From	Dead End						NA			NA		1999
				To	26-1415											
1414	0.13	120	R	From							NA			NA		1999
				To	26-619											
1415	0.12	20	R	From	26-1414						NA			NA		1999
				To	Dead End											
1420	0.15	NA		From	26-00601(B)/						NA			NA		
				To	26-01423(B)/											
1421	0.27	NA		From	Cul-de-Sac/						NA			NA		
				To	Cul-de-Sac/											

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1422	0.04	NA		From	26-01421(B)/						NA			NA		
				To	Cul-de-Sac/											
1423	0.22	NA		From	Dead End/						NA			NA		
				To	Dead End/											
1424	0.05	NA		From	Cul-de-Sac/						NA			NA		
				To	26-01423(B)/											
1425	0.05	NA		From	Dead End/						NA			NA		
				To	26-01423(B)/											
1501	0.17	150	R	From	26-1504						NA			NA		1999
1501	0.29	390	R	To	26-1502						NA			NA		1999
				To	US 460											
1502	0.08	80	R	From	26-1501						NA			NA		1999
				To	26-1503											
1503	0.12	70	R	From	26-1502						NA			NA		1999
				To	Dead End											
1504	0.10	70	R	From	26-1505						NA			NA		1999
				To	26-1501											
1504	0.14	30	R	From	26-1501						NA			NA		1999
				To	Dead End											
1505	0.10	60	R	From	26-1504						NA			NA		1999
				To	Dead End											
1509	0.23	180	R	From	26-1510						NA			NA		08/20/2002
				To	Dead End											
1510	0.57	1100	R	From	26-601						NA			NA		1999
				To	26-1512											
1510	0.46	390	R	From	26-1512						NA			NA		1999
				To	26-1511											
1510	0.06	40	R	From	26-1511						NA			NA		1999
				To	Dead End											
1511	0.04	40	R	From	26-1510						NA			NA		1999
				To	Cul-de-Sac											
1512	0.10	110	R	From	26-1510						NA			NA		1999
				To	26-1513											
1513	0.13	150	R	From	26-1509						NA			NA		08/20/2002
				To	26-1512											
1513	0.15	160	R	From	26-1512						NA			NA		1999
				To	26-1514											
1513	0.13	70	R	From	26-1514						NA			NA		1999
				To	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
1514	0.05	40	R	From	Cul-de-Sac						NA			NA		1999
				To	26-1513											
1515	0.13	540	R	From	26-601						NA			NA		1999
				To	26-1516											
1515	0.04	20	R	From	26-1516						NA			NA		1999
				To	Dead End											
1516	0.12	80	R	From	Dead End						NA			NA		1999
				To	26-1517											
1516	0.22	450	R	From	26-1517						NA			NA		1999
				To	26-1515											
1517	0.07	160	R	From	26-1518						NA			NA		1999
				To	26-1516											
1518	0.07	70	R	From	Dead End						NA			NA		1999
				To	26-1517											
1518	0.10	80	R	From	26-1517						NA			NA		1999
				To	Dead End											
1530	0.07	30	R	From	Dead End						NA			NA		09/27/2002
				To	26-1531											
1530	0.09	60	R	From	26-1531						NA			NA		09/27/2002
				To	26-751											
1531	0.23	80	R	From	26-1530						NA			NA		09/27/2002
				To	26-751											
9116	0.14	380	R	From	26-751						NA			NA		1999
				To	Cul-de-Sac											
Town of McKenney																
9117	0.04	49	R	From	McKenney Elem School						NA			NA		1999
				To	26-614											
Dinwiddie County																
9118	0.07	260	R	From	Dinwiddie Elem School						NA			NA		10/23/2002
				To	0.07 MN US 1											
9118	0.05	40	R	From	0.07 MN US 1						NA			NA		1999
				To	0.12 MN US 1											
9118	0.09	130	R	From	0.12 MN US 1						NA			NA		1999
				To	0.21 MN US 1											
9118	0.09	120	R	From	0.21 MN US 1						NA			NA		1999
				To	US 1											
Town of McKenney																
9119	0.02	30	R	From	26-1001						NA			NA		1999
				To	0.02 MN 26-1001											
9119	0.10	40	R	From	0.02 MN 26-1001						NA			NA		1999
				To	Cul-de-Sac											
Dinwiddie County																
9535	0.23	520	R	From	US 1						NA			NA		10/23/2002
				To	0.23 MN US 1											

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						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
(9535)	0.20	520	R	From	0.23 MN US 1						NA			NA		10/23/2002		
(9535)	0.13	270	R	To	0.43 MN US 1						NA			NA		1999		
				From	US 1													
(9920)	0.10	90	R	To	Cul-de-Sac						NA			NA		09/26/2002		
(9921)	0.11	480	R	From	26-751													
				To	US 460						NA			NA		1999		
				From	US 460; 26-684													
(9922)	0.11	6	R	To	US 1						NA			NA		1993		
				From	Eastside Elem Sch													
(9923)	0.05	360	R	To	Dinwiddie High School						NA			NA		10/23/2002		
(9923)	0.13	570	R	From	0.05 MN 26-627						NA			NA		1999		
(9923)	0.15	230	R	To	0.18 MN 26-627						NA			NA		1999		
(9923)	0.11	270	R	From	0.33 MN 26-627						NA			NA		1999		
				To	26-627													
(608 <sub>74</sub> )	0.31	970	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.67	980	N	2002		
(608 <sub>74</sub> )	1.00	1900	F	99%	1%	0%	0%	0%	0%	C	0.141	F	0.658	2100	F	2002		
				To	SCL Petersburg													
City of Petersburg																		
(3 <sub>123</sub> )	Vaughn Rd	0.64	NA	From	JB-26-123; 26-675						NA			NA				
				To	123-9013 Halifax Rd													
(4 <sub>123</sub> )	Wells Rd	0.41	3400	F	88%	1%	3%	2%	6%	0%	C	0.093	F		3600	F	2002	
				To	Squirrel Level Rd													
(9002 <sub>123</sub> )	Halifax Rd	0.18	6600	F	95%	1%	2%	1%	0%	0%	F	0.099	F	0.609	6900	F	2002	
(9002 <sub>123</sub> )	Halifax St	0.58	5200	F	95%	1%	2%	1%	0%	0%	F	0.107	F	0.617	5500	F	2002	
(9002 <sub>123</sub> )	Halifax St	0.19	6100	F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.579	6400	F	2002	
(9002 <sub>123</sub> )	Halifax St	0.37	9000	F	95%	1%	2%	1%	0%	0%	F	0.084	F	0.580	9500	F	2002	
(9002 <sub>123</sub> )	Halifax St	0.29	8300	F	95%	1%	2%	1%	0%	0%	F	0.085	F	0.511	8800	F	2002	
(9002 <sub>123</sub> )	Halifax St	0.28	9200	F	95%	1%	2%	1%	0%	0%	C	0.083	F	0.548	9800	F	2002	
(9002 <sub>123</sub> )	Union St	0.12	4400	F	From	US 1, US 460 W Wythe St						0.099	F	0.874	4700	F	2002	
(9002 <sub>123</sub> )	Union St	0.17	2200	F	To	US 1, US 460 W Washington St						C	0.108	F	0.587	2400	F	2002
				To	W Tabb St													



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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9004 123	Defense Rd	0.47	2500	F	From	Boydton Plank Rd					C	0.118	F	0.699	2600	F	2002
					To	Squirrel Level Rd											
9004 123	Defense Dr	1.77	6500	G	From	Johnson Rd					F	NA		6800	G	2002	
					To	S. Sycamore St											
9004 123	South Boulevard	0.92	8800	F	From	Crater Rd					C	0.093	F	0.504	9300	F	2002
					To	Anderson St											
9004 123	South Boulevard	0.18	5500	F	From	Halifax Rd					F	0.093	F	0.558	5800	F	2002
					To	Crater Rd											
9004 123	South Boulevard	0.72	2500	F	From	Johnson Rd					F	0.090	F	0.605	2600	F	2002
					To	Fort Hayes Dr											
9006 123	Flank Rd	0.96	1800	F	From	Flank Rd N					C	0.102	F	0.592	1900	F	2002
					To	US 301 S Crater Rd											
9006 123	Flank Rd	0.47	3200	F	From	US 301 S Crater Rd					F	0.118	F	0.674	3400	F	2002
					To	I- 95											
9006 123	Flank Rd	0.75	2700	F	From	ECL Petersburg					F	0.121	F	0.606	2900	F	2002
					To	SR 142 Boydton Plank Rd											
9006 123	Flank Rd	0.91	3300	F	From	Grigg St						0.112	F	0.647	3500	F	2002
					To	Youngs Rd											
9006 123	Flank Rd ( 1-Way )	0.13	2000	F	From	S. South St					C	0.105	F		2100	F	2002
					To	Halifax St											
9008 123	Rives Rd	0.55	6600	F	From	S Crater Rd					C	0.1	F	0.530	7000	F	2002
					To	I-95											
9008 123	Rives Rd	0.27	4700	F	From	County Dr					C	0.103	F	0.568	5000	F	2002
					To	SCL Petersburg											
9009 123	Dupuy Rd	1.24	630	F	From	Wells Rd					F	0.105	F	0.536	670	F	2002
					To	Ramp To I- 85											
9009 123	Dupuy St	0.58	2100	F	From	Boydton Plank Rd					F	0.101	F	0.533	2200	F	2002
					To	Dupuy Rd											
9009 123	Farmer St	0.86	3900	F	From	West St					C	0.087	F	0.531	4100	F	2002
					To	Boydton Plank Rd											
9009 123	Farmer St	0.47	2900	F	From	Dupuy Rd					F	0.087	F	0.597	3100	F	2002
					To	Halifax St											
9010 123	Wagner Rd	0.73	14000	F	From	I-95					C	0.096	F	0.525	15000	F	2002
					To	I -95											
9010 123	Wagner Rd	1.60	9500	F	From	County Dr					F	0.095	F	0.514	10000	F	2002
					To	SCL Petersburg											
9011 123	Squirrel Level Rd	0.82	860	F	From	Wells Rd					C	0.101	F	0.722	910	F	2002
					To	Ramp To I- 85											
9011 123	Squirrel Level Rd	0.25	4700	F	From	Boydton Plank Rd					C	0.083	F	0.504	4900	F	2002
					To	Dupuy Rd											
9011 123	Squirrel Level	0.20	6900	F	From	West St					F	0.083	F	0.504	7300	F	2002
					To	Boydton Plank Rd											
9011 123	Young Rd	1.14	4200	F	From	Dupuy Rd					C	0.093	F	0.524	4500	F	2002
					To	Halifax St											
9012 123	Lee Ave	0.56	3000	F	From	West St					C	0.089	F	0.516	3200	F	2002
					To	Halifax St											

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9012 123	Porterville St	0.15	1600	F	From	Halifax St					F	0.077	F	0.588	1700	F	2002
					To	97%	1%	1%	1%	0%							
9012 123	New St	0.18	1500	F	From	Harding St					C	0.088	F	0.514	1600	F	2002
					To	97%	1%	1%	1%	0%							
9012 123	Harrison St	0.03	1300	F	From	Harrison St New St					F	0.100	F		1400	F	2002
					To	97%	1%	1%	1%	0%							
9012 123	Corling St	0.09	560	F	From	Corling St Harrison St					F	0.109	F		590	F	2002
					To	97%	1%	1%	1%	0%							
9012 123	Graham Rd	0.83	5500	F	From	S. Sycamore St					F	0.088	F	0.513	5800	F	2002
					To	98%	0%	1%	0%	0%							
9012 123	Graham Rd	0.14	11000	F	From	Ramp From I-95					C	0.088	F	0.817	11000	F	2002
					To	98%	0%	1%	0%	0%							
9013 123	Halifax Rd	1.79	2700	F	From	SCL Petersburg					C	0.094	F	0.536	2800	F	2002
					To	92%	0%	3%	1%	4%							
9013 123	Halifax Rd	0.98	500	F	From	Wells Rd					C	0.114	F	0.574	530	F	2002
					To	95%	0%	2%	1%	2%							
9015 123	Johnson Rd	0.01	2700	F	From	SCL Petersburg					F	0.135	F	0.637	2900	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	Johnson Rd	0.54	1100	F	From	Flank Rd					C	0.089	F	0.692	1200	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	Johnson Rd	1.39	5400	F	From	Birdsong Rd					F	0.118	F	0.568	5700	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	Johnson Rd	0.46	4800	F	From	South Blvd					F	0.087	F	0.52	5100	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	Johnson Rd	0.37	4200	F	From	North Blvd					F	0.087	F	0.535	4500	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	High Pearl St	0.20	4100	F	From	St Luke St					F	0.087	F	0.506	4300	F	2002
					To	98%	0%	2%	0%	0%							
9015 123	High Pearl St	0.08	3100	F	From	Virginia Ave					F	0.085	F	0.596	3300	F	2002
					To	95%	3%	2%	0%	1%							
9015 123	Harding St	0.22	2000	F	From	ST Matthew St ST Matthews St					C	0.085	F	0.605	2100	F	2002
					To	95%	3%	2%	0%	1%							
9015 123	Harding St	0.27	940	F	From	Porterville St PortersvilleSt					F	0.100	F		990	F	2002
					To	95%	3%	2%	0%	1%							
9017 123	Birdsong Rd	0.62	570	F	From	SCL Petersburg					C	0.103	F	0.5	600	F	2002
					To	95%	2%	3%	0%	0%							
9021 123	N Sycamore St	0.18	3800	G	From	W Washington St					C	NA			4000	G	2002
					To	92%	0%	0%	6%	2%							
9021 123	N Sycamore St	0.11	4000	F	From	W Tabb St						0.095	F	0.558	4300	F	2002
					To												
9021 123	Sycamore St	0.04	3100	G	From	E Bank St						NA			3200	G	2002
					To												
9023 123	North Blvd	0.57	2200	F	From	Johnson Rd					C	0.088	F	0.574	2300	F	2002
					To	97%	1%	1%	0%	1%							

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9025 123 Virginia Ave	0.05	220	F	From	98%	Gates Lane				F	0.132	F		230	F	2002
				To		1%	0%	0%								
9025 123 Virginia Ave	0.06	230	F	From	98%	Jefferson Lane				F	0.126	F	0.621	250	F	2002
				To		1%	0%	0%								
9025 123 Virginia Ave	0.11	420	F	From	98%	Diamond Street				F	0.121	F		440	F	2002
				To		1%	0%	0%								
9025 123 Virginia Ave	0.32	2100	F	From	98%	Harding Street				F	0.088	F	0.525	2200	F	2002
				To		1%	0%	0%								
9025 123 Young Ave	0.20	2400	F	From	96%	Halifax Street				C	0.094	F	0.518	2500	F	2002
				To		1%	2%	1%	0%							
9025 123 Young Ave	0.11	3100	F	From	96%	Arlington Street				F	0.098	F	0.559	3300	F	2002
				To		1%	2%	1%	0%							
9025 123 S West St	0.28	3600	F	From	96%	West Street Young Avenue				F	0.084	F	0.523	3800	F	2002
				To		1%	2%	1%	0%							
9025 123 S West St	0.23	5100	F	From	96%	Augusta Avenue				F	0.086	F	0.507	5400	F	2002
				To		1%	2%	1%	0%							
9025 123 S West St	0.14	4000	F	From	96%	Farmer St				F	0.096	F	0.512	4300	F	2002
				To		1%	2%	1%	0%							
9025 123 S West St	0.07	3700	F	From	96%	W Wythe St				F	0.099	F	0.51	3900	F	2002
				To		1%	2%	1%	0%							
9027 123 S West St	0.63	2200	F	From	97%	Halifax St				C	0.091	F	0.521	2300	F	2002
				To		0%	1%	0%	0%							
9029 123 S. South St	0.36	2100	F	From	98%	Young Ave				C	0.089	F	0.529	2300	F	2002
				To		1%	1%	0%	0%							
9029 123 S. South St	0.09	8600	G	From	98%	Lee Ave				F	NA		9000	G	2002	
				To		0%	1%	0%	0%							0%
9029 123 N. South St	0.20	6400	F	From	98%	US 1 Wythe St				F	0.093	F	0.584	6700	F	2002
				To		0%	1%	0%	0%							
9029 123 High St	0.02	820	F	From	98%	Washington St				F	0.1	F	0.534	870	F	2002
				To		0%	1%	0%	0%							
9029 123 Canal St	0.20	6200	F	From	98%	High St				C	0.094	F	0.594	6600	F	2002
				To		0%	1%	0%	0%							
9031 123 Byrne St	0.40	840	F	From	94%	Grove Ave				C	0.104	F		880	F	2002
				To		3%	2%	0%	0%							
9031 123 S. Market St	0.03	2700	F	From	94%	New St				F	0.096	F	0.708	2900	F	2002
				To		3%	2%	0%	0%							
9031 123 S. Market St	0.09	2800	F	From	94%	Halifax St				F	0.099	F	0.65	3000	F	2002
				To		3%	2%	0%	0%							
9033 123 Apollo St	0.14	2800	F	From	97%	Wythe St				F	0.089	F	0.55	2900	F	2002
				To		1%	1%	0%	1%							
9033 123 Jefferson St	0.58	2800	F	From	97%	Sycamore St				C	0.094	F	0.601	2900	F	2002
				To		1%	1%	0%	1%							
9033 123 Henry St	0.04	1200	G	From	97%	Jefferson St				F	NA		1300	G	2002	
				To		1%	1%	0%	1%							0%
9038 123 Puddledock Rd	0.40	4300	F	From	89%	E Wythe St				C	0.095	F	0.586	4600	F	2002
				To		0%	3%	3%	4%							

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City of Petersburg																	
<div>9046123</div>	High St	0.58	1000	F	From	Canal St					0.099	F	0.706	1100	F	2002	
					To	N Market St											
<div>9046123</div>	W Bank St	0.14	2300	F	From	N Market St					0.092	F		2400	F	2002	
					To	N Sycamore St											
<div>9046123</div>	E Bank St	0.11	3500	G	From	97%	0%	2%	1%	0%	C	NA		3600	G	2002	
					To	2Nd St											
<div>9046123</div>	Bank St	0.25	2800	F	From	US 301 N Crater Rd				C	0.104	F	0.538	3000	F	2002	
					To	East St											
<div>9046123</div>	Bank St	0.21	2800	F	From	93%	1%	4%	1%	1%	F	0.098	F	0.545	2900	F	2002
					To	SR 36 E Washington St											
<div>9048123</div>	W Tabb St	0.09	1800	F	From	N Market St					0.110	F	0.655	1900	F	2002	
					To	Union St											
<div>9048123</div>	W Tabb St	0.06	2200	F	From						0.116	F	0.612	2300	F	2002	
					To	N Sycamore St											
<div>9048123</div>	E Tabb St	0.12	1100	G	From	90%	0%	0%	7%	2%	C	NA		1200	G	2002	
					To	N Adams St											
<div>9053123</div>	Baylors Ln	0.65	1800	F	From	Defense Rd				C	0.102	F	0.574	1900	F	2002	
					To	Halifax St											
<div>9055123</div>	Madison St	0.05	2100	F	From	E Washington St				F	0.105	F	0.841	2200	F	2002	
					To	Franklin St											
<div>9055123</div>	Madison St	0.18	1800	F	From	94%	1%	2%	1%	1%	C	0.104	F	0.85	1900	F	2002
					To	E Bank St											
<div>9055123</div>	Madison St	0.07	1200	F	From	94%	1%	2%	1%	1%	F	0.098	F	0.635	1200	F	2002
					To	Bollingbrook St											
<div>9057123</div>	Fifth St	0.05	540	F	From	E Bank St					0.133	F	0.746	570	F	2002	
					To	Bollingbrook St											
<div>9057123</div>	Fifth St	0.08	550	F	From	82%	4%	4%	4%	6%	C	0.105	F	0.515	580	F	2002
					To	River St											
<div>9059123</div>	Flank Rd N	0.20	3800	F	From	Flank Rd One-Way				C	0.086	F	0.786	4000	F	2002	
					To	US 301 S Crater Rd											
<div>9065123</div>	S Adams St	0.10	4600	F	From	E Wythe St					0.095	F	0.71	4800	F	2002	
					To	E Washington St											
	Accomack St		310	F	From	6Th St					0.094	F		330	F	2002	
					To	7Th St											
	Cameron St		400	F	From	Old Church St					0.109	F		420	F	2002	
					To	Center St											
	Culpeper Ave		570	F	From	Prince George Ave					0.141	F		600	F	2002	
					To	Brunswick St											
	Custer St		450	F	From	Halifax Rd					0.106	F		480	F	2002	
					To	Hawk St											

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Darby Dr		320	F	From:	Busby St					0.095	F		340	F	2002	
				To:	Halcun Dr											
Gordon Dr		290	F	From:	Dering Rd					0.11	F		300	F	2002	
				To:	Hoke Dr											
Homestead Dr		1000	F	From:	Valley Dr					0.096	F		1100	F	2002	
				To:	Midland Rd											
Jefferson St		3700	F	From:	Filmore St					0.088	F		4000	F	2002	
				To:	ST Andrews St											
Kirkham Street		500	F	From:	Bolling Street					0.101	F	0.591	530	F	2002	
				To:	Chestnut Street											
North Park Dr		1200	F	From:	Nivram St					0.090	F		1200	F	2002	
				To:	Retang Rd											
Oakmont Dr		90	F	From:	Homestead Dr					0.117	F	0.667	100	F	2002	
				To:	Midland Rd											
Old Church St		360	F	From:	Bollingbrook St					0.108	F		380	F	2002	
				To:	Miller St											
Patterson Ave		1100	F	From:	Floyd St					0.119	F		1100	F	2002	
				To:	Carver St											
Pleasants Ln		1000	F	From:	Valor Dr					0.104	F		1100	F	2002	
				To:	Dupuy Rd											
Richmond Ave		1000	F	From:	Ash St					0.093	F		1100	F	2002	
				To:	Nash St											
Rollingwood Rd		100	F	From:	Valley St					0.106	F		100	F	2002	
				To:	Homestead Dr											
South Park Dr		1800	F	From:	Forest Hill Rd					0.095	F		1900	F	2002	
				To:	West Park Dr											
St Matthew St		2900	F	From:	High Pearl St					0.087	F		3000	F	2002	
				To:	Harding St											
Talley Ave		880	F	From:	Custer St					0.234	F		940	F	2002	
				To:	Edmonds Ct											